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ANNUAL REPORTS  
OF THE  
RAILROAD COMMISSION  
OF  
OREGON  
1911 - 12



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*Oregon Public Service Commission,*

FIFTH ANNUAL REPORT

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OF THE

RAILROAD COMMISSION

OF

OREGON

TO THE

GOVERNOR

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December 15, 1911



SALEM, OREGON  
WILLIS S. DUNIWAY, STATE PRINTER  
1912

**JAN 30 1914**

# REPORT

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*To the Governor:*

SIR: The Railroad Commission of Oregon now submits its fifth annual report.

## ORGANIZATION OF COMMISSION.

January 2, 1911, Frank J. Miller, Commissioner elected from the State at large, qualified. He was then serving by appointment to fill the unexpired term of former Commissioner Oswald West, resigned. On the date, as required by law, the Commission organized by electing Commissioner Clyde B. Aitchison as its Chairman for the ensuing two years.

On October 16, 1911, Mr. H. H. Corey, of Baker County, having been elected Secretary of the Commission, *vice* George O. Goodall, resigned, qualified as such, and on the same day Abner H. Jones was appointed Stenographer of the Commission, *vice* C. A. Fogleman, resigned. Assistant Engineer W. C. Earle was, on January 3, 1911, made Engineer of the Commission. George H. Kaiser has been appointed Track Scale Expert. Except as noted, the personnel of the Commission's force remains as at last report. Experts in various lines have been employed for occasional work, under the authority conferred upon the Commission by law.



## RAILROADS SUBJECT TO JURISDICTION OF COMMISSION.

The following railroads within Oregon are subject to the jurisdiction of the Commission:

Name of company	Miles owned	Miles Operated
<b>Commercial Roads—Steam:</b>		
Central Railroad of Oregon.....	12.46	12.46
Coos Bay, Roseburg & Eastern Railroad & Navigation Co.....	29.28	27.66
Corvallis & Alsea River Railway Company.....	81.00	81.00
Corvallis & Eastern Railroad Company.....	140.58	140.58
Great Southern Railroad Company.....	29.67	29.67
Great Northern Railway.....	90.80	9.75
Independence & Monmouth Railway Co.....	2.50	18.80
Mount Hood Railroad Company.....	22.20	22.20
Northern Pacific Railway Company.....	90.07	60.84
Oregon & Southeastern Railroad Company.....	20.00	20.00
Oregon-Washington Railroad & Nav. Co.....	844.68	854.71
Des Chutes Railroad Company.....	90.80	
Oregon Short Line Railroad Company.....	15.42	110.59
Pacific & Eastern Railway Company.....	84.50	84.50
Pacific Railway & Navigation Company.....	85.19	85.19
Rogue River Valley Railway Company.....	6.00	6.00
Salem, Falls City & Western Ry. Co.....	27.00	64.00
Southern Pacific Company.....		696.74
California & Northeastern Ry. Co.....	18.65	
Oregon & California R. Co.....	666.94	
Beaverton & Willsburg R. Co.....	10.85	
Spokane, Portland & Seattle Ry. Co.....	87.89	127.88
Sumpter Valley Railway Company.....	81.07	81.07
<b>Total</b> .....	<b>2,346.05</b>	<b>2,433.09</b>
<b>Commercial Roads—Electric:</b>		
Kenton Traction Company.....	2.90	8.00
Oregon Electric Railway Company.....	71.23	71.68
Portland, Eugene & Eastern Ry. Co.....	18.58	18.58
Portland Railway Light & Power Co.....	158.05	159.30
United Railways Company.....	32.42	32.92
Walla Walla Valley Railway Co.....	5.97	5.97
<b>Total</b> .....	<b>299.20</b>	<b>391.35</b>
<b>Commercial, Terminal and Switching Companies:</b>		
Northern Pacific Terminal Company.....	3.68	1.99
<b>Total</b> .....	<b>3.68</b>	<b>1.99</b>
<b>Industrial Roads—Steam:</b>		
Bridal Veil Lumbering Company.....	6.00	6.00
Klamath Lake Railroad.....	7.27	7.27
O. A. Smith.....	1.50	
Marshfield & Suburban R. Company.....		1.50
Portland Southwestern R. Company.....	10.10	10.10
Sheridan & Willamina R. Company.....	5.50	5.50
Sunset Logging Company.....		7.00
Clatskanie & Nehalem R. Company.....	7.00	
Columbia Timber Company.....		8.90
Goble, Nehalem & Pacific R. Co.....	8.90	
<b>Total</b> .....	<b>46.27</b>	<b>46.27</b>
<b>Total Mileage all Lines</b> .....	<b>2,685.20</b>	<b>2,772.70</b>

Records in this office show that since June 30, 1911, new lines, not included in the foregoing table, have been put in operation as follows:

Name of company	From	To	Miles
<b>Steam Roads:</b>			
Carlton & Coast R. Company.....	Carlton.....	Tillamook Gate....	14.00
Willamette Valley & Coast Ry. ....	Patton.....	Oherry Grove.....	5.40
Oregon Trunk Ry. Co. ....	Moody.....	Bend.....	150.00
Mt. Hood Ry. & Power Co. ....	Montavilla.....	Bull Run.....	20.50
Pacific Ry. & Nav. Co. ....	Timber.....	Mohler.....	13.48
Oregon—Washington R. R. & Navigation Company, (Operated over Oregon Trunk Ry. under track-age rights).....	Madras.....	Bend.....	46.50
<b>Total</b> .....			<b>249.96</b>

The total single track mileage owned at the date of this report within the State of Oregon is 2888.66, with operated mileage of 3022.66. This is a net increase of 397.57 miles in owned, and 454.36 miles in operated lines over mileage reported as of December 15, 1910. Constructing lines not in operation are not included in the foregoing statement.

#### OTHER CORPORATIONS SUBJECT TO THE ACT.

Other corporations reporting to this Commission are: Express—American Express Company, Great Northern Express Company, Northern Express Company, Wells Fargo & Company.

Sleeping Car—The Pullman Company.

#### INCREASE IN RAIL MILEAGE.

Since June 30, 1906 (the end of the fiscal year preceding the organization of the Commission), the rail mileage owned in the State has shown the following remarkable increase:

June 30, 1906 .....	2050.81 miles.
June 30, 1907 .....	2123.31 miles.
June 30, 1908 .....	2157.57 miles.
June 30, 1909 .....	2320.11 miles.
June 30, 1910 .....	2382.89 miles.
June 30, 1911 .....	2685.20 miles.
Dec. 15, 1911 .....	2888.66 miles.

From 1889 to 1906, as shown by the statistical reports of the Interstate Commerce Commission, the increase in rail lines was but 394.31 miles, and in the ten years following the abolition of the old Railroad Commission, and the creation of the

present body, when there was no pretense at regulation in Oregon, the State's rail mileage increased but 297.54 miles.

These figures do not show the tremendous increase in standards and efficiency in the case of many lines, nor does it show the hundreds of miles of line now under construction within the State. The statement can be made conservatively, and is susceptible of ratification from the records in this office, that more money has been expended in railroad construction and betterments in Oregon since the creation of the present Commission, than was expended in the whole previous history of the State. This fact speaks powerfully as to the fairness of our laws generally and their administration as respects these public utilities. The man with a dollar to invest in railroad building has found Oregon not only a desirable but a safe place for his investment. In the present time the investor is willing to concede the right of the public to demand adequate service and reasonable, non-discriminatory rates.

As shown by the foregoing table, the extensions of the State's rail system within the past year have been marked. The completion of lines to Bend and Tillamook, the commencement of the east and west line through Central Oregon, the gradual closing of the gap between Natron and Klamath Falls, the beginning of construction between Eugene and Coos Bay, the progress made in the electric line between Salem and Eugene, and between Eugene and Corvallis, the bringing of the railroad into Lakeview, the double tracking of portions of one of the pioneer railroads in the State, the growth and extension of lines of the minor roads, the additions and betterments to existing lines brought about by increased standards of construction and maintenance, the development of new sources of electric power for railroad purposes—all these indicate a new day has begun in Oregon.

#### OUTLINE OF THE COMMISSION'S WORK SINCE ORGANIZATION.

This concludes the fifth year of the organization of the Commission. A mere skeleton outline of its activities may not be out of place.

The investigations of the Commission have resulted in orders fixing reduced class rates on the O.-W. R. & N. Company's lines between Portland and Eastern Oregon, on the Southern Pacific Company between Portland and points south of Salem; and on the lines of the Astoria & Columbia River between Portland and Goble, and between Astoria and Seaside; a complete readjustment and reduction of the grain rates on the O.-W. R. & N. Company's lines was secured; more favorable rates on wool were secured from Eastern Oregon to the Western Oregon factories; continuous distance tariff

rates were made applicable on the Wallowa extension of the O.-W. R. & N. Company instead of the combination of locals on Elgin; reduced rates were ordered for the transportation of potatoes and onions on the lines of the Southern Pacific Company; a complete schedule of class rates was prescribed for Coos Bay, Roseburg & Eastern Railway & Navigation Company; joint class rates and commodity rates on lumber were ordered between the Southern Pacific Company and the Pacific Railway & Navigation Company, and on apples and green fruit between Corvallis & Eastern and Southern Pacific Company.

The Commission secured the establishment of a maximum charge of three instead of four cents per mile for the transportation of passengers on the Astoria & Columbia River R. Company and the Shaniko and Condon branches of the O.-W. R. & N. Company. All the O.-W. R. & N. passenger fares were re-computed and changed to conform to re-calculated mileage, and the Southern Pacific local passenger fares are now being similarly re-calculated. It has had before it for consideration all the interurban intrastate passenger fares of Portland Railway, Light & Power Company on both its O. W. P. and Vancouver divisions.

The Commission's services were enlisted in securing the adoption of an interchangeable mileage book, and it is now conducting negotiations looking toward the widening of the application of the book.

As the result of comprehensive investigations of the merchandise and general special express rates of Wells Fargo & Co. and Pacific Express Company, considerable reductions were secured on all the lines operated by these companies in the State, which make our local express charges lower than in any of our neighboring western states. The Commission secured material extensions of the delivery limits in Portland and Salem.

In connection with interstate rates, the Commission has prosecuted with vigor before the Interstate Commerce Commission formal complaints alleging the unreasonableness of the wool rates to the eastern markets, and the complaint of the Willamette Valley shippers as to the abolition of the so-called arbitrary. Numerous minor complaints have been presented to the Federal Commission for Oregon shippers.

The freight bills the Commission is called upon to check over for shippers or consignees have been numbered by the thousand. In many cases overcharges ranging in amount from a few cents to hundreds of dollars have been discovered and called to the attention of the carriers for refund.

It is demonstrable, from the court records and files of this Commission, that the continuous annual saving to the shipping interests of the State, due to the rate reductions mentioned, will conservatively aggregate three-quarters of a million dollars annually. This saving has been accomplished without doing injustice to the railroad investor—in fact, as shown elsewhere in this report, the investment in the State has doubled in the meantime, and the rail mileage increased about 40 per cent. This is entirely aside from pending investigations of the distance tariffs on two-thirds of the rail mileage in the State. These results have not been achieved without effort; in fact, practically all the Commission's orders in the cases mentioned have been attacked vigorously in the courts and have been defended by the Commission with uniform success up to the present time in both lower and appellate courts.

The complaints as to service which the Commission has been called on to adjust include, seemingly, every conceivable condition which can cause friction between the railroad and the public. Early in its history the Commission issued orders for the bulletening of trains, the proper policing and sanitation of cars, depots and toilets, the hours waiting rooms were required to be opened, lighted and warmed, and the like. A copy of these regulations is posted in every passenger station where an agent or operator is maintained. Unremitting attention has been given to secure the closest possible observation of this code.

The Commission, by order, required the operation of a much-needed local passenger train from Pendleton to Portland. Numerous new depot buildings have been ordered or secured by adjustment in an informal way, as at Albany, Milwaukee, Airlie, Gaston, Lyons, Warren, Shelburn, Wilbur, Oakland, Midland, McEwen and Gladstone, and enlarged facilities at numerous other points. At some stations agents have been required and at others suitable caretakers have been installed.

Complaints as to inadequate loading facilities have been adjusted, private sidings and connections arranged for, new stock yards and additional stock chutes required and better facilities for stock attendants secured. On three lines orders have been made for the resumption of service over abandoned portions of track. In another case a mandamus suit was brought to compel the re-opening of a disused gap between two ends of a branch, and several miles of track were reconstructed to put the line in operation as an entirety. Three of the minor railroads received a minute overhauling as to the service and facilities and their physical condition, and elementary rules

were laid down to guide them. As a sequence to a general investigation of the manner of weighing carload shipments, all the track scales are now being tested by State authority. Inspections by the Commission and its engineers have resulted in many betterments to service and the safeguarding of the traveler and employee, such as the requirement of interlocking and other signals, the blocking of frogs and switches, reduction of speed on hazardous places, installation of road-crossing alarm signals and the like. The accident investigations conducted have tended to the same result.

The Commission's administrative powers have been exercised to secure uniform accounts and reports of business from all the carriers within its jurisdiction. A complete file of State and interstate tariffs is maintained, indexed and cross-indexed so that the rate on any commodity on any road at any time since the organization of the Commission is readily available. This file is the legal evidence of rates lawfully in force and is maintained with the care due a public record. The correspondence carried on is heavy. A large proportion of the correspondence is disposed of in such a manner that it does not find its way into the dockets at all. Citizens of the State freely seek the advice of the Commission as to matters of transportation, law or practice, and their requests are met when within our power. The Engineering Department has prosecuted with vigor the examination of railroad properties and records for the purpose of estimating the original and replacement cost of such lines.

#### ANNUAL REPORTS OF CARRIERS.

The annual reports of the various carriers and other corporations made to the Commission have been abstracted and are set out as Appendix II hereto.

Tabulations showing results of operations in the State during fiscal year ending June 30, 1911, by respective classes of roads and summary thereof follow:

#### COMMERCIAL ROADS—STEAM.

Average mileage operated, 2,119.89.

	Oregon State	Oregon proportion of interstate	Total
<b>OPERATING REVENUES:</b>			
Freight revenue .....	\$ 4,607,735 21	\$ 8,618,101 52	\$ 13,225,836 73
Passenger revenue .....	3,973,052 28	4,169,223 49	8,142,275 77
Other passenger train revenue .....	120,313 36	93,067 78	*981,266 76
All other transportation revenue .....	35,238 75	49,361 97	*176,057 56
Revenue from operations other than transportation .....	188,996 22	79 47	*304,913 91
<b>Total operating revenue Oregon business .....</b>	<b>\$ 8,925,335 82</b>	<b>\$ 12,929,834 23</b>	<b>\$ 22,830,840 73</b>



**OPERATING EXPENSES; (Assigned to Oregon)—**

Maintenance of way and structures .....	\$ 2,888,164 55
Maintenance of equipment .....	2,068,270 48
Traffic expenses .....	576,253 24
Transportation expenses .....	7,460,896 44
General expenses .....	634,216 39

Total operating expenses assignable to Oregon .....

\$ 13,602,301 10

Net operating revenue in Oregon .....

\$ 9,228,039 63

Taxes paid in Oregon .....

1,187,771 13

Net operating revenue less taxes in Oregon .....

\$ 8,040,268 50

**TRAFFIC STATISTICS:**

Passengers carried one mile, in Oregon .....	313,194,483
Average receipts per passenger mile, cents .....	2.6
Freight, tons carried one mile, in Oregon .....	978,760,490
Average receipts per ton per mile, cents .....	1.351

\*Total column includes mail, express and miscellaneous revenue not segregated between Oregon State and Oregon proportion of Interstate.

**COMMERCIAL ROADS—ELECTRIC.**

Average mileage operated, 288.85.

	Oregon State	Oregon proportion of Interstate	Total
<b>OPERATING REVENUES:</b>			
Freight revenue .....	\$ 389,804 28	\$ 2,522 14	\$ 391,826 42
Passenger revenue .....	4,059,134 93	21,457 58	4,080,592 51
Other passenger train revenue .....	16,960 77	98 49	97,079 26
All other transportation revenue .....	30,528 64	1,011 39	31,540 03
Revenue from operations other than transportation .....	74,484 22	287 62	74,771 84
<b>Total operating revenue, Oregon business .....</b>	<b>\$ 4,650,432 84</b>	<b>\$ 25,377 22</b>	<b>\$ 4,675,810 06</b>

**OPERATING EXPENSES: (Assigned to Oregon)—**

Maintenance of way and structures .....	\$ 313,664 09
Maintenance of equipment .....	279,516 51
Tariff expenses .....	87,889 59
Transportation expenses .....	1,455,102 13
General expenses .....	452,012 82

Total operating expenses assignable to Oregon .....

\$ 2,538,185 19

Net operating revenue in Oregon .....

\$ 2,137,624 87

Taxes paid in Oregon .....

362,946 39

Net operating revenue, less taxes, in Oregon .....

\$ 1,774,678 48

**INDUSTRIAL ROADS—STEAM.**

Average mileage operated, 26.08.

	Oregon State	Oregon proportion of Interstate	Total
<b>OPERATING REVENUES:</b>			
Freight revenue .....	\$ 98,340 48	\$ 8,735 10	\$ 107,075 58
Passenger revenue .....	5,149 40	581 02	5,680 42
Other passenger train revenue .....			
All other transportation revenue .....	10,055 69		10,055 69
Revenue from operations other than transportation .....	1,453 30		1,453 30
<b>Total operating revenue, Oregon business .....</b>	<b>\$ 114,998 87</b>	<b>\$ 9,266 12</b>	<b>\$ 124,264 99</b>

**OPERATING EXPENSES: (Assigned to Oregon)—**

Maintenance of way and structures .....	\$ 16,870 16
Maintenance of equipment .....	5,864 15
Traffic expenses .....	47
Transportation expenses .....	35,957 47
General expenses .....	7,997 94
<b>Total operating expenses assignable to Oregon .....</b>	<b>\$ 66,690 19</b>
<b>Net operating revenue in Oregon .....</b>	<b>\$ 57,584 80</b>
<b>Taxes paid in Oregon .....</b>	<b>1,834 48</b>
<b>Net operating revenue, less taxes, in Oregon .....</b>	<b>\$ 55,750 32</b>

NOTE.—Above figures do not include the Bridal Veil Lumbering Company, 6 miles, and Goble, Nehalem & Pacific Railway Company, 8.50 miles, as these companies did no commercial business. Taxes not reported separately for all industrial roads.

**SUMMARY—ALL ROADS.**

Average mileage operated, 2,434.32.

	Oregon State	Oregon propor- tion of inter- state	Total
<b>OPERATING REVENUES:</b>			
Freight revenue .....	\$ 5,095,379 97	\$ 8,629,358 76	\$ 13,724,738 73
Passenger revenue .....	8,087,336 61	4,191,212 09	12,278,548 70
Other passenger train revenue .....	217,294 13	93,166 27	*1,078,336 02
All other transportation revenue .....	75,823 08	50,373 36	*217,653 28
Revenue from operations other than transportation .....	264,933 74	367 09	*381,139 05
<b>Total operating revenue, Oregon business .....</b>	<b>\$13,690,767 53</b>	<b>\$12,961,477 57</b>	<b>\$*27,650,415 78</b>

**OPERATING EXPENSES: (Assigned to Oregon)—**

Maintenance of way and structures .....	\$ 3,218,698 80
Maintenance of equipment .....	2,343,641 14
Traffic expenses .....	614,143 80
Transportation expenses .....	8,941,456 09
General expenses .....	1,091,227 15
<b>Total operating expenses assignable to Oregon .....</b>	<b>\$ 16,207,166 48</b>
<b>Net operating revenue in Oregon .....</b>	<b>\$ 11,423,249 30</b>
<b>Taxes paid in Oregon .....</b>	<b>1,552,552 00</b>
<b>Net operating revenue, less taxes, in Oregon .....</b>	<b>\$ 9,870,697 30</b>

\*Total column includes mail, express and miscellaneous revenue not segregated between Oregon State and Oregon proportion of interstate. Mileage figures do not include 14.90 miles industrial roads not handling commercial business.

**COMPLAINTS BEFORE THE COMMISSION.**

As shown by the last report of the Commission there were pending on December 1, 1910, 21 informal and 34 formal matters on the dockets "as complaints." During the year 173 informal and 30 formal matters were docketed.

**INFORMAL COMPLAINTS.**

Of the informal complaints 113 were made by individuals; 16 by the Commission upon its own motion, and numerous matters were taken up on application of the carriers for per-

mission to make rates effective on less than statutory notice, or for authority to refund excessive charges. Twenty-six informal complains related to rates. Eighty-four complaints were made respecting inadequacy or unreasonableness of service. One hundred and fifty-seven complaints were adjusted informally. Nine were transferred to the formal docket. Seven were discontinued on account of the lack of disposition on the part of the plaintiff to pursue the matter. Four related to interstate rates. There are now pending 24 informal complaints.

#### FORMAL COMPLAINTS.

Of the 48 formal complaints considered during the year, 17 were for unreasonable or inadequate service, and nine related to rates. The valuation investigations pending before the Commission, 20 in number, are docketed as formal complaints. There are now pending 47 formal complaints. Forty-one were closed during the year. Forty-six hearings have been had.

#### PENDING LITIGATION.

During the past year the tendency of judicial decisions in matters in which the Commission has been interested has been to uphold the constitutionality of the Commission Act and to give it a broad reading. The hands of the Commission have been correspondingly strengthened, as its powers as a constitutional tribunal have been confirmed and interpreted; a corresponding change in the attitude of some of the carriers within its jurisdiction has been manifested.

In the Lyons Depot Case, (*State v. Corvallis & Eastern R. Co.*, 117 Pac. Rep. 980) the Supreme Court of Oregon upheld the Commission Act as against the contention that it violated the provisions of Article III, Section 1 of the State Constitution, which forbids the intermingling of the executive (including the administrative) legislative and judicial powers of government. The same decision upheld the power of the Commission, in a proper case, to compel the erection of a station building and require the attendance of an agent with whom the public might transact business as being within the delegation of power made by the legislature. The court further held that the reasonableness of an order of the Commission might be challenged in the courts of the state only in a suit brought for the purpose, under the provisions of the Commission Act itself, and not in a collateral proceeding, such, for instance, as an action for the recovery of a penalty for violation of the order.

In *Southern Pacific Co. v. Railroad Commission of Oregon*, decided December 26, 1911, after the main portion of this report was prepared, but before the printing thereof, the Supreme Court of Oregon interpreted the words "adequate service" which the Commission Act requires every railroad to furnish, to mean and include all the duties which the railway, as a trustee of the state, owes to the public. The Court further gave the findings of the Commission the weight due to the decisions of a tribunal authorized by law and informed by experience, charged with the duty of ascertaining a fact by testimony and actual physical examination of conditions. In commenting on the responsibility of the office of Railroad Commissioner, and the difficulty and delicacy of its function, the Court said:

"That such a power should be exercised with extreme caution goes without saying, and the infrequency of appeals to this Court from such decisions indicates that the commissioners, selected by the people of the State to see that the rights of the public in matters of transportation are properly protected, have performed that duty fairly and faithfully."

In a case in which the Commission was not interested (*Ford v. Oregon Electric Ry. Co.*, 117 Pac. Rep., 809) the plaintiff brought a suit in equity to compel the performance of a condition in a right of way deed requiring defendant to stop its trains at plaintiff's farm. The Supreme Court held the contract void as against public policy and that the stopping of trains was a matter of paramount public interest, which the Commission was authorized to regulate in the interest of adequate service.

In the Federal Courts there has been the same tendency. In *Southern Pacific Co. and Oregon & California Railroad Company v. Campbell, et al.*, in the United States Circuit Court for the District of Oregon, an application for a temporary injunction staying the operation of the Commission's order in its File No. F-125, fixing class rates out of Portland, was denied by Judges Gilbert, Wolverson and Bean in an unreported opinion. Afterwards the demurrer of the Commission was sustained by the Court, through Judge Bean, in an opinion (182 Fed. Rep. 182) in which it was held:

1. That following the decision in *Oregon Railroad & Navigation Company v. Campbell*, 173 Fed. 957, the Commission Act was not in violation of the State or Federal constitutions.

2. Following the decision cited, the order of the Commission fixing rates between Portland and other Oregon points did not amount to a regulation of interstate commerce.

3. That the general incorporation act, under which the Oregon & California Railroad Company was incorporated, did not operate as a contract with the State which would deprive the State of the power to fix rates for transportation of freight or passengers.

4. That general allegations as to the reasonableness of existing rates and the unreasonableness of the rates fixed by the order attacked, do not raise an issue of fact, when unaccompanied by averments of fact showing the cost of transacting State business, and a separation thereof as between passenger and freight traffic, when made in advance of actual experience in the use of the rates complained of.

This suit is now pending on the appeal of the plaintiff to the United States Supreme Court.

In *Southern Pacific Company v. Campbell*, 189 Fed. 696, the same court, through Judge Wolverton continued a temporary injunction against the enforcement of the order of the Commission requiring a physical connection of intersecting tracks was valid and not void as an interference with interstate commerce, but that Section 27, which provides for the interchange of traffic between connecting lines, was so broad in its terms as to include interstate traffic and to conflict with existing Congressional legislation on the same subject. Section 27 was therefore held to be void, but its invalidity, the Court pointed out, did not affect the rest of the Commission Act, as the particular section was clearly separable from the remainder.

The objection raised by the Court can well be overcome by the insertion of the word "intrastate" before the word "traffic" in Section 27 of the Commission Act and this amendment of the law is recommended by the Commission. It is worthy of note that this is the only decision in which any portion of the Railroad Commission Act has been held invalid; and that in nearly five years no order of the Commission has been reversed on any ground.

The interpretation of the Railroad Commission Act on broad lines looking toward the establishment of reasonable rates and the correction of inadequate service in whatever form manifested, is of equal importance in the enactment of such legislation in the first place. A single decision against the validity of the act or narrowing the Commission's delegated powers might have nullified its effective operation. The importance of safeguarding the right of the State to regulate its public service corporations at all is obvious. The maintenance of the dignity of the State and the enforcement of observation of its laws by powerful corporation agencies is itself of great

moment. As far as the State Supreme Court and the local Federal Court are concerned, it is gratifying that these controverted questions have been decided in favor of the State, but only as the result of a continuous series of suits, many reiterating questions already decided, which has extended over a period practically equal to the life of the Commission itself. Some of these questions have been finally disposed of by the decisions of the State Supreme Court and others are now pending on appeal to the United States Supreme Court—the decision of which tribunal it is hoped will be accepted by the carriers, and thus will be avoided the necessity in the future of relitigating, time and again, questions which have long been the settled law of the land.

The following is a summary of proceedings in various courts, pending or disposed of during the past year, in which the Commission has been interested:

#### MILWAUKIE AND OAK GROVE FARE CASES.

Portland Railway, Light & Power Company *v.* Railroad Commission of Oregon; two cases. See 1908 report, p. 17; 1909 report, p. 14; 1910 report, p. 6. Suits to set aside orders of the Commission fixing passenger fares between Portland and Milwaukie and Oak Grove. The Commission's orders were affirmed by the Circuit Court of Marion County and by the Supreme Court of the State. Writs of error have been issued and returned to the United States Supreme Court. A motion to advance was made by the Commission, which was denied by the court.

#### O. R. & N. PORTLAND DISTRIBUTIVE RATE CASE.

Oregon Railroad & Navigation Company *v.* Campbell, *et al.*, See 1908 report, p. 18; 1909 report, p. 16, and 1910 report, p. 6. Pending in Supreme Court of the United States, on the appeal of the railroad company from an order dismissing its bill of complaint, which had been brought to enjoin the enforcement of the railroad commission act and an order of the Commission fixing rates between Portland and Eastern Oregon. This case *has* been advanced on the Supreme Court's docket, and is now assigned for argument February 19, 1912. The rates involved are in effect.

#### UNITED RAILWAYS TRACK CONNECTION CASE.

Southern Pacific Company *v.* Campbell, *et al.* See 1909 report, p. 17; 1910 report, p. 6. This was a suit in the United



States Circuit Court for the District of Oregon, to set aside the order of the Commission prescribing a physical connection and interchange of traffic between the tracks of Southern Pacific Company and United Railways Company in Portland. The demurrer of the Commission to the bill of complaint was overruled by the Court, which held that Section 27 of the Commission Act was so broad in its terms that it necessarily included interstate as well as state traffic, and the particular section was therefore in violation of the United States Constitution. The Commission then set aside the order attacked and plaintiff dismissed its bill.

#### SOUTHERN PACIFIC CO. PORTLAND DISTRIBUTIVE RATE CASE.

Southern Pacific Company and Oregon & California Railroad Company *v.* Campbell, *et al.* See report 1910, p. 7. Suit in United States Circuit Court for District of Oregon, to set aside order of the Commission fixing class rates out of Portland, in complaint No. F-125. As previously stated, temporary injunction was denied, the demurrers interposed by defendants were sustained and the bill dismissed, whereupon the plaintiffs prosecuted an appeal to the Supreme Court of the United States. The cause has been advanced and stands for argument February 19, 1912. Following the dissolution of the restraining order, the company made refunds of the overcharges collected, amounting to many thousand dollars.

#### LYONS DEPOT CASE.

State of Oregon *v.* Corvallis & Eastern Railroad Company. See 1909 report, p. 15; 1910 report, p. 7. The circuit court rendered judgment against defendant for penalty for violation of an order of the Commission and the judgment was affirmed by the Supreme Court on appeal.

In the Linn County Circuit Court mandamus was brought to compel compliance with the order. As the order has since been complied with, trial of the mandamus case will be unnecessary.

#### EDENBOWER SPUR CASES.

Southern Pacific Company *v.* Railroad Commission of Oregon, in Marion County Circuit Court, was a suit brought under Section 32 of the Commission Act to review an order for a spur track at Edenbower. See 1910 report, p. 7. The Circuit Court affirmed the order of the Commission. Plaintiff appealed to the Supreme Court, where the decree of the Circuit Court was affirmed. This case has been referred to in an earlier portion of this report.

Before the commencement of the suit to review the order of the Commission, an action had been commenced in Douglas County Circuit Court by the Attorney General in the name of the State against the Southern Pacific Company for the recovery of a penalty for violation of the order. See 1910 report, p. 7. By agreement, this matter was continued pending the determination of the suit for review.

#### PACIFIC RAILWAY & NAVIGATION COMPANY JOINT RATE CASES.

Pacific Railway & Navigation Company *v.* Railroad Commission of Oregon; and Southern Pacific Company *v.* Railroad Commission of Oregon. See 1910 report, p. 7. Two proceedings under Section 32 of the Commission Act in the Marion County Circuit Court, to review the action of the Commission fixing class rates between Portland and Banks over the lines of the railroads named. The railroads later asked a slight modification of the order as to the rates prescribed for one of the classes, which was made. Thereupon they withdrew their suits.

#### HOURS OF LABOR SUITS.

On the taking effect of Chapter 157 of Laws of 1911, regulating the hours of service of railroad employes within the state, the Commission prepared blank forms of reports to be rendered by all railroads monthly, showing every case of violation of the law. Upon information as to certain violations, the Commission requested the Attorney General to bring suits for penalty against the roads affected. Thereupon an action was commenced, June 27, 1911, in the Marion County Circuit Court, against the Oregon Electric Railway Company, for the recovery of penalties for certain specified violations of the law. The answer of the defendant was, in substance, that it was a carrier engaged in interstate commerce as well as state commerce, and was subject, as to the hours of labor permitted its employes, to the federal law and that the State Act was unconstitutional and void. Demurrer was interposed to the answer, which is still pending, undetermined.

Three suits in equity have been commenced in the United States Circuit Court for the District of Oregon by railroads affected, against the Railroad Commission, the members thereof, the Attorney General, and the several District Attorneys, to enjoin the defendants from enforcing any of the provisions of the state hours of labor law, on the ground that the state statute amounts to a regulation of interstate commerce and is therefore void.

These suits were brought, respectively, by Southern Pacific Company, Oregon-Washington Railroad & Navigation Com-

pany, and Corvallis & Eastern Railroad Company. A temporary restraining order was issued in each case. Application for interlocutory injunction, and the demurrer of the defendants to the bill of complaint, interposed in each case, have been argued before Judges Gilbert, Wolverton and Bean, but no decision has yet been announced. The enforcement of the law, however, is stayed by the restraining order issued upon the filing of the bills of complaint.

#### PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION.

Railroad Commission of Oregon *v.* Oregon Railroad & Navigation Company *et al.*, (wool rate case). This proceeding (referred to in 1909 report, p. 18, and 1910 report, p. 8) was fully heard before the Interstate Commerce Commission. The federal commission found the substance of the complaint so interwoven with the rates in other portions of the wool producing territory and with other complaints that had been filed, that on its own motion it commenced a comprehensive investigation of the whole subject of rates on wool from all points west of the Missouri River. The Oregon Commission case was consolidated with the general investigation. There have been a number of conferences between the attorney for the Interstate Commerce Commission in charge of the presentation of the testimony and the Oregon Commission, and a further hearing was had in Portland in September, 1911, at which the case of the Oregon grower was presented by this Commission. Additional written argument was made by the Oregon Commission and the whole matter is set for argument and submission on January 17, 1912.

Railroad Commission of Oregon *v.* Southern Pacific Company, *et al.* (See 1910 report, p. 8). This matter involves the abolition of the so called ten cent arbitrary on shipments from Eastern points to certain Willamette Valley points. Hearing has been had before the Interstate Commerce Commission and the matter was fully submitted.

Numerous matters have been taken up with the Interstate Commerce Commission in an informal way, affecting interstate shipments which have been brought to our attention by Oregon shippers.

At the present time, no order of the Commission is under attack in either the State Circuit or Supreme Courts, or in the local federal court.

In the 1910 report (p. 8) and 1909 report (p. 22) will be found a discussion of the decisions of the State Circuit and Supreme Courts upholding the validity of the reciprocal demurrage section of the Oregon Railroad Commission Act.

The case in which such decision was rendered has been taken to the United States Supreme Court on writ of error. The principle involved is of much importance to the shippers of the State, and while the particular controversy is between private parties, the question involved is public and the State should be heard thereon before the United States Supreme Court.

#### VALUATION OF THE RAILROADS.

The examination into the original and reproduction cost of the various railroads of the State has been prosecuted unremittingly. Testimony has been taken on the part of the railroads and the Commission in the cases of the Oregon-Washington Railroad & Navigation Company. After the original estimate is made, the appraisal is easily kept up to date. The appraisal estimates of all the railroads in the State have been used by the State Tax Commission. No part of the Commission's work has required more skill and perseverance than the ascertainment of elements required to be considered in determining the value of the railroad properties of the State, and its importance is far reaching and lasting. Necessarily much of the work of the Engineering Department up to date, such as the investigations as to the current unit prices, has been preliminary in character, and will facilitate future investigations correspondingly. The Commission needs this information at all times, not only for its guidance in matters coming before it, but as a defensive measure in suits attacking the Commission's orders on the ground of confiscation.

Beside estimating the reproduction cost and depreciated condition of the railroads mentioned, the Commission's Engineering Department has been used to a large extent in the investigation of complaints as to facilities and service, and accidents. Many of such matters present engineering questions as to which the Commission must be prepared to furnish expert information and testimony.

The work of estimating the reproduction and original cost of the various lines within the State has been done carefully, fairly, and thoroughly, yet at a less cost per mile of road than in the case of any other public appraisal to which our attention has been directed.

#### INSPECTION OF RAILROADS.

Every member and employe of the Commission is at all times charged with the duty to watch for and report cases of inadequate service or unsafe practices or appliances. The Engineering Department has had to inspect many of the roads

minutely, in the course of the appraisal work, by travelling over the lines on foot, or by velocipede. Inspection trips have been made by the Commission, as required by law, and suitable recommendations made to the carriers.

It was necessary to hold formal hearings in the case of Sumpter Valley Railway Company and Central Railroad of Oregon. The former line was found to be operating without fixed rules, on oral train orders, and without signal flags, etc. A laxity of discipline due to lack of a responsible operating head was apparent. The latter line proposed to abandon a portion of its line, between Union and Union Junction, and permitted it to get into a state of dangerous disrepair. Orders were issued in both these cases.

#### DISTANCE TARIFF INVESTIGATIONS.

There have been pending before the Commission complaints alleging the unreasonableness of the existing class rates charged out of Baker and Medford. By intervention proceedings, LaGrande, Pendleton and Umatilla claimed a relative adjustment with Baker, and Grants Pass with Medford. Study of these complaints convinced the Commission that even approximate justice could not be done all the communities served by the lines involved without a general investigation of the distance tariffs of the lines serving such communities. The pendency of such an investigation in Washington, and of numerous complaints before the Interstate Commerce Commission involving rates which would naturally disturb the Oregon distance tariff further emphasized the necessity for such an investigation within this State.

Accordingly the Commission took up on its own motion the investigation of the distance tariffs of the Southern Pacific Company, Oregon-Washington Railroad & Navigation Company, the Corvallis & Eastern Railroad Company, and also the passenger rates on the latter named line. These cases naturally involved also the rates out of Baker, Medford, and the other cities mentioned. There was pending before the Commission the complaint of Portland Chamber of Commerce, seeking a readjustment of the rates out of that city eastward on the lines of the Navigation Company.

All of these matters were brought on for hearing before the Commission at one time. Every commercial body in the State, along the lines affected, was notified and asked to send a representative at the expense of the State to inform the Commission as to local conditions, and to point out any local inequalities or discriminations which might exist. The hear-

ing on the reasonableness of the rates was comprehensive and thorough. Several months work had previously been performed in the preparation of the testimony, exhibits, etc., on the part of the Commission.

As the State and interstate rates of Oregon and Washington were closely interwoven, and were the subject of consideration by three separate tribunals, a number of conferences were had between the Oregon and Washington Commissions, and one conference between those Commissions and a representative of the Interstate Commerce Commission. Express authorization for this course is found in Section 10 of the Commission Act:

"This Commission may confer by correspondence, or by attending conventions, or otherwise, with the railroad commissioners of other States, and with the Interstate Commerce Commission, on any matters relating to railroads."

The conferences, however, were limited to a discussion of abstract principles and the facts, and no attempt was made to arrive at any agreement between the respective Commissions as to any action which each might take; within the exercise of its own jurisdiction each was left entirely unfettered, although the sincere hope was expressed that there might be found a common meeting ground which would result in a harmonious adjustment.

These controversies have been fully submitted to the Commission and decisions are now being formulated. The extreme importance of the investigation—involving the distance tariffs and standard rates on about two thirds of the rail mileage in the State—has not only warranted but demanded the careful study the Commission has given the subject.

#### PASSENGER FARES ON INTERURBAN LINES.

Complaints were made alleging the unreasonableness and unjustly discriminatory character of certain passenger fares on the Oregon City Division of the Portland Railway, Light & Power Company. When these came on for hearing, the Company undertook to avoid the charge of unjust discrimination by filing a new tariff largely increasing the shorter distance rates on the Springwater (or Cazadero) Division. Many of the features of this controversy were similar to the questions presented in the Milwaukee and Oak Grove rate cases, now in the United States Supreme Court. It was found necessary to broaden the inquiry to cover all the passenger fares on the interurban lines of the Company. After an exhaustive investigation, the increases proposed on the Springwater Division were (with a few minor exceptions) condemned, and rates were prescribed for the Oregon City Division corresponding with those found to be reasonable on the Springwater Division.



The transfer privilege to the Portland city lines was extended to cash fares on both lines.

#### WAIVER OF LONG AND SHORT HAUL PROVISION.

The Oregon Commission Act contains no direct long and short haul clause, but the prohibition is certainly implied. The last session of the Legislative Assembly authorized the Commission, in special cases, after hearing, to permit the collection of a smaller charge on the longer distance. But one application has been presented under the amendment. It involved the making of a lower rate to Portland and nearby points from LaGrande on beet sugar produced at the latter named point to meet the competition of the California factories. The mayor of every incorporated city and town and every commercial club along the line, intermediate between LaGrande and Portland, was notified of the hearing upon the application. No objection to the order applied for was received, and after due hearing, permission was granted as prayed.

That such a power is at times necessary for the development of the industries of the State is obvious, but it must be exercised with care, and only after all who may be interested have been given an opportunity to be heard.

#### WAIVERS OF FENCING STATUTE.

The whole matter of type of fence and the number and location of private crossings over railroad rights of way was placed within the jurisdiction of the Commission for consideration of complaints by the Legislative Assembly in 1911. (Laws 1911, c. 150). In a number of instances, after investigations of complaints, orders have been made prescribing the nature and location of private crossings.

The same act provides the Commission may waive the requirement for fencing portions of the right of way in special instances. Blanket applications were soon filed by nearly all the roads in the State, asking the approval of their style of fence and for the permanent exemption from the necessity of fencing portions of their right of way then unfenced.

Upon examination of the applications, it became apparent that in the great majority of instances, the reason assigned was that the particular portion of the line was, in the judgment of the railroad, already adequately protected by some natural barrier. As this, in the opinion of the Commission, is itself a lawful fence, the railroads were notified that jurisdiction would not be taken in any case where it was claimed a natural barrier already existed. As this disposed of the complaints, they were dismissed. In a few instances the prayers

were granted and a temporary suspension of the law authorized, revocable at any time by the Commission. A few applications from minor roads have not yet been investigated.

#### INTERLOCKING PLANTS.

While there are comparatively few railroad crossings at grade in Oregon, the amount of railroad construction and increase of traffic in the State indicates it will be of greater importance in the future. The Oregon Commission Act is well framed to provide for the protection of such crossings. Under its provisions, by order of the Commission three interlocking plants have been installed within the year. Two other crossings of electric and steam railroads have been investigated formally; at one a manual derailer was ordered installed and at the other it was found that such a device would actually accentuate the danger incident to the crossing and efficient manual flagging was prescribed.

In addition, the commission has conducted an investigation as to the height of all trolley wires crossing steam railroads and a number have been raised to conform to the statutory requirement of 23 feet. The Commission is endeavoring to secure the installation of metal, electrically connected trolley guards at all crossings of electric and steam railroads to avoid the possibility of a trolley slipping off the wire and leaving a car in danger of fouling the crossing.

#### ACCIDENT INVESTIGATIONS.

As required by law, notice is given by wire to the Commission in case of accidents resulting in loss of life or serious injury to person or property. The investigation of accidents by the Commission has been for the purpose, first, of seeing whether any law of the State relating to railroads has been violated, and second, whether any defect in service is disclosed which is likely again or elsewhere to be a source of danger, and how it may be avoided.

A summary of the accidents reported to the Commission is contained in Appendix III to this report. A shockingly large number of persons are killed while stealing rides upon trains, or trespassing on the right way; perhaps there are a larger number of such accidents proportionately in Oregon than in older states where such a floating population is not called for by development in progress. Existing laws are as effective as any which can be drawn; but the local authorities too often regard the advising of the stealing of a ride out of town as an easy way of getting rid of an undesirable citizen.

In the investigation of accidents, the Commission in many cases joins with the local coroner in getting the evidence. In the large majority of cases, the facts are thus learned with sufficient exactness to make a formal investigation by the Commission unnecessary. Other accidents are looked into informally by the Commission or its Engineer and in serious cases, a formal investigation is held. The federal law now authorizes the investigation of accidents on interstate roads by the Interstate Commerce Commission and the two Commissions have co-operated in the investigation of several of the more important accidents.

The most serious accident which has occurred in the state in many years was the derailment of Oregon Trunk train 102 near Dike, Wasco County, July 10, 1911. Seven persons were killed and seventeen received serious injuries, one of whom died later. A careful investigation of this matter was made, in which the Commission was aided by the presence of two inspectors of the Interstate Commerce Commission. The conclusion reached was that the accident was due to the combination of irregular surface of the newly constructed track and excessive speed, which caused the tender to derail. The disaster followed as the cars rolled down the outside of the bank on top of the locomotive. Our recommendations based on the facts found were:

"In accident investigations this Commission endeavors to discover (1) if any of the laws of the State have been violated, and (2) what lesson can be learned which will tend to prevent such accidents in the future. As the coroner's jury of the County of Wasco has held the engineer, conductor and road-master to be criminally negligent, and presumably has brought the matter to the notice of the proper prosecuting officer, it is deemed sufficient for the first purpose that a copy of these findings be transmitted to the district attorney for the Seventh Judicial District, for his official attention.

"With relation to the prevention of such accidents in the future, we are not unmindful that the present operating officers have been in charge of the line but a few days, and that construction work is still in progress. It is evident that the intent is to make the Oregon Trunk a well constructed and well operated property, and neither money nor brains have been spared for that purpose.

"It, however, is apparent that at the outset and continuously thereafter, employees must be made to realize that orders mean what they say and must be obeyed. Violations of operating rules devised for safety must be dealt with so that self interest will insure their observance. Nor should such violations either be condoned or left undiscovered until an accident brings them to light. This is a duty owed by operating officials,

which the public expects them to perform unremittingly and faithfully; and the public will properly hold them responsible for lapses of discipline resulting in injury.

"Manifestly the occurrence of so serious an accident due to conditions of the roadbed calls for an immediate check of the entire line to discover and correct improper construction in surface and gauge of track. This will naturally follow with the "tuning up" of the road as it is operated. But as safe roadbed is the first essential to safe operation, we recommend that particular attention be paid to the matter of surface and gauge at once, and ask the carrier to report its actions in the premises to us. Permanent slow signs should be installed at dangerous points."

About midnight of December 13, 1911, the boiler of helper engine 382 on Train 55 of Oregon-Washington Railroad & Navigation Company exploded near Hilgard and killed one man and injured several. The Commission was again aided by being able to act in concert with the inspecting expert of the Interstate Commerce Commission. The accident was found to be due to a dropped crown sheet resulting from a lack of water in the boiler; however the water glass inlet was found to be corroded so that its effective diameter was diminished and a deceptive reading resulted. The care of boilers is now fully covered by federal regulation and inspection.

As the result of two head-end collisions between electric trains on the Springwater Division of the Portland Railway, Light & Power Company, the Commission recommended the installation of automatic block signals, and called attention to the necessity for more strict discipline in requiring obedience to operating rules and orders.

In other cases minor recommendations have been made for the good of the service as the result of accident investigations.

#### ISSUANCE OF PASSES.

To see that the free pass privilege is not abused, sworn reports are required of the carriers annually. These are checked with care by the Commission. Such instances as have occurred in which the letter of the law has been violated have, on investigation, been shown not to have been flagrant enough to warrant prosecution.

#### MINIMUM SPEED FOR TRANSPORTATION OF LIVE STOCK.

Laws of 1911, Chapter 136, requires all railroads to transport live stock in ten car lots at a minimum rate of speed on each day in the week; and to transport live stock in smaller lots on at least one day in the week, to be designated by it, and

such other days as may be designated by the Commission at the same minimum rate of speed.

On the taking effect of this law, the Commission called a general investigation of the matter of live stock shipments, at the Portland Union Stock yards, which was largely attended by the stockmen, commission men, packers and railroad officials. The result was an adjustment of dates for the guaranteed transportation of lots less than ten cars on the different lines, at the minimum, which would avoid glutting the market. The Commission found there was sufficient necessity to justify it in prescribing a second day each week on the Oregon-Washington Railroad & Navigation Co. lines.

The matter of better accommodations for attendants on trains carrying livestock was also taken up at the same meeting, and no complaints in this regard have been received since that time.

#### TRACK SCALE INSPECTIONS.

By the provisions of Chapter 96, Laws of 1911, the Commission was given jurisdiction over railway track scales, and was authorized to procure suitable equipment, experts, etc., for the purpose. A similar enactment was made by the legislature of the State of Washington. Acting in conjunction with the Public Service Commission of Washington, we have procured a suitable test car, owned in equal shares by the two states, which will be employed in testing the railway track scales in Oregon and Washington. Mr. George H. Kaiser has been selected as inspector and scale expert by both commissions, and will devote his entire time to the work. The inspection expense is to be borne by the railroads and the sole cost to the state is the initial cost of one half the car.

The inspection of the track scales in the two states will avoid a great deal of friction which has occurred in the past, due to differences in weights on various scales over which the cars move. The test car is now in use in Oregon. Its initial weight, 103,410 pounds, was ascertained with great care and the car was finally sealed by the State Treasurer as the official sealer of weights and measures of the State.

#### COMPILATION OF LAWS.

Pursuant to numerous requests for such a publication, the Commission undertook the compilation and annotation of all the laws of the State relating to railroads, common carriers by rail and public utilities. This was duly published in convenient form and has been widely circulated. Its convenience has more than justified the time and expense involved.

## TARIFFS FILED.

During the year 1910, 813 freight and 601 passenger tariffs were filed. In 1911, 729 freight and 563 passenger tariffs were filed. The total number of tariffs filed with the Commission is 4,143 freight and 2292 passenger, 6435 in all. The foregoing figures do not include supplements which are filed in the same manner as tariffs and far outnumber the tariffs themselves. The reduction in the number filed is due to the working out of a system of concurrences during the past year whereby the several lines joining in a joint tariff authorize the filing of one copy by one of the participating lines as agent for all.

## PUBLIC UTILITIES LAW.

By the act of the Legislative Assembly known as Chapter 279, Laws of 1911, public utilities were defined and the jurisdiction of this Commission broadened to cover them. Before the expiration of ninety days from the adjournment of the session, there was filed in the office of the Secretary of State a petition for a referendum on the act. Acting upon the advice of the Attorney General, we have not taken any steps under the so-called "Public Utilities Act," pending the determination of the referendum thereon.

Salem, Oregon, December 15, 1911.

Respectfully submitted,

RAILROAD COMMISSION OF OREGON,

By CLYDE B. AITCHISON,

THOS. K. CAMPBELL,

FRANK J. MILLER,

*Commissioners.*

Attest:

H. H. COREY,

*Secretary.*



# APPENDIX I

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Summary of Proceedings Had on Complaint Before  
the Commission





# APPENDIX I

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## PART I—INFORMAL COMPLAINTS

NOTE—Complaints involving the waiver of statutory notice for a reduction in rates have not been included in this summary. These are the complaints taking numbers which have been omitted from the strict numerical order of Complaints.

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No. 286. INFORMAL COMPLAINT.—(Continued from report of 1910.)

The Malheur County Wool Growers' Association requested the Commission to take up with the Oregon Short Line Railroad Company the matter of rates on wool in bales from Vale, Oregon, to Atlantic Coast points. The Commission presented the matter to Mr. J. A. Reeves, General Freight Agent of the Oregon Short Line Railroad Company, and asked him whether he could not put in a rate on baled wool from Vale, Oregon, to Atlantic Coast points which would enable shippers from that point to ship at the same rate as shippers from Baker City. Mr. Reeves advised that there had never been any rate on wool in bales from Vale, all the shipments from that vicinity having been made in sacks. It was claimed that the rate on sacked wool is reasonable and in comparison as low as could consistently be made on wool in bales. It was claimed, moreover, that no advantage would accrue to wool growers, since the expense of baling would off-set any reduction in rates. The railroad companies declined to make any reduction in the rates and the Commission instituted a complaint before the Interstate Commerce Commission. Briefs have been submitted and the complaint is still pending undetermined before the aforesaid Commission. PENDING.

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No. 307. INFORMAL COMPLAINT.—(Continued from report of 1910.)

The claims of Karl J. Stackland for loss and damage on various shipments received no attention from the Oregon Railroad & Navigation Company to which they were presented. The Commission took the matter up and urged that they be considered, and secured refunds of \$61.04 and \$85.00, respectively. CLOSED.

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No. 491. INFORMAL COMPLAINT.—(Continued from report of 1910.)

A hearing was had in this matter on November 27, 1909, at which time the rates charged by Southern Pacific Company for the transportation of box shooks from Oregon to California points were investigated. The Commission having heretofore requested the Southern Pacific Company to reduce such rates and said Company having refused to do so, the matter was presented by plaintiff to the Interstate Commerce Commission. CLOSED.

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No. 609. INFORMAL COMPLAINT.—(Continued from report of 1910.)

On January 18, 1910, the Commission in regular session moved to begin an investigation as to the extent to which the railroads in the

state were complying with the provisions of Chapter 158, Laws of Oregon, 1909, requiring fencing of rights of way. Thereafter the Commission sent a circular letter to Railroads asking them to furnish information as to the number of miles of right of way which were unfenced on May 20, 1909, which would be effected by the fencing act, also the amount of fencing done since that date. The returns received from the railroad companies indicated a general compliance with the provisions of the act.

PENDING.

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No. 634. INFORMAL COMPLAINT.—(Continued from report of 1910.)

Complaint was made by merchants of Albany that the Southern Pacific Company and connecting lines were intending to raise the rate on eastern shipments to Willamette Valley points, making the local class rates apply from Portland to said points instead of an arbitrary rate of 10 cents per cwt. which has been in effect for some time, to points as far south as Albany. The Southern Pacific Company refused to comply with the Commission's request to reduce its rates to the old basis. Thereupon the Commission duly filed complaint with the Interstate Commerce Commission.

PENDING.

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No. 706. INFORMAL COMPLAINT.—(Continued from report of 1910.)

Complaint was made against the Southern Pacific Company alleging discrimination in the matter of billing shipments of fresh prunes. Plaintiff alleged that at certain points on the O. R. & N. prunes were being shipped and billed at a lower weight than at Salem. Closed for want of prosecution by plaintiff.

CLOSED.

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No. 707. INFORMAL COMPLAINT.—(Continued from report of 1910.)

It was alleged that the Portland Railway, Light & Power Company fails to operate a sufficient number of cars on its Springwater Division to accommodate the passengers traveling over that line, many of whom are obliged to stand for long distances. A member of the Commission investigated the matter personally and did not find that conditions were unreasonable; however, the Commission ordered that the matter be considered with investigation of rates on the Springwater Division.

CLOSED.

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No. 727. INFORMAL COMPLAINT.—(Continued from report of 1910.)

The Portland Railway, Light & Power Company asked authority to make reparation of charges on a carload of dried prunes shipped from Faraday (in Cazadero Yard Limits) to Mason, Ehrman & Company. Portland. Permission granted.

CLOSED.

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No. 729. INFORMAL COMPLAINT.—(Continued from report of 1910.)

Complaint was made by residents of St. Johns that the river boats of the Oregon Railroad & Navigation Company refused to stop at the new dock at St. Johns, and that the Company refuses to connect its tracks with the dock; also that it is the opinion of the complainants that the railroad company should construct a new freight and passenger depot at St. Johns. The railroad company which answered that the business its boats would do at St. Johns would be very small and would

not cover the actual expense of stopping, particularly in view of the fact that the Company was running night service. With regard to the track to the dock, the Company stated that it had offered, in July, 1909, to provide such a facility in case the city of St. Johns would contribute \$15,000.00 toward the cost of the improvement which would amount to about \$40,000.00; the city also to arrange for free right-of-way across private property, granting perpetual franchise for the tract and secure releases from damage from the property owners. This proposition was not accepted by the city. Closed for want of prosecution by complainants. CLOSED.

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No. 730. INFORMAL COMPLAINT.—(Continued from report of 1910.)

It was alleged that the Coos Bay, Roseburg & Eastern Railroad & Navigation Company failed to furnish at Coquille, Oregon, a proper place for passengers to alight from the train. The Company answered that plans had been made to change all the tracks at Coquille so as to eliminate the objectionable features. The matter was later adjusted. CLOSED.

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No. 732. INFORMAL COMPLAINT.—(Continued from report of 1910.)

Portland Railway, Light & Power Company asked authority to make reparation of charges on a shipment of wool moved from the plant of Bessinger & Company near Golf Junction to East Portland. The Commission authorized the reparation. CLOSED.

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No. 733. INFORMAL COMPLAINT.—(Continued from report of 1910.)

The Northern Pacific Railway Company asked authority to make reparation of an alleged overcharge on twenty carloads of lumber moved for the Monarch Lumber Company from North Portland to Portland. The Commission authorized the reparation. CLOSED.

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No. 736. INFORMAL COMPLAINT.—(Continued from report of 1910.)

Oregon Railroad & Navigation Company asked authority to make reparation on the basis of 12½ cents per 100 pounds instead of the class rate of 24 cents on lime from Jennings, Nelson and Pleasant Valley to Portland. Commission authorized reparation. CLOSED.

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No. 737. INFORMAL COMPLAINT.—(Continued from report of 1910.)

Residents of Clackamas, Oregon, alleged that the Southern Pacific Company did not afford sufficient and adequate passenger service between Clackamas and Portland since said Company had discontinued its Silver-ton local. Closed for want of prosecution by complainants. CLOSED.

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No. 738. INFORMAL COMPLAINT.—(Continued from report of 1910.)

Complaint was made as to the rates charged by the Sumpter Valley Railroad Company for the transportation of dry lumber from Whitney to Sumpter. The Commission offered to prepare formal complaint for plaintiff. Closed for lack of prosecution by plaintiff. CLOSED.

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No. 739. INFORMAL COMPLAINT.—(Continued from report of 1910.)

A shipper complained that household goods consigned from Goldendale, Washington, to Medford, Oregon, had not been received. An amicable settlement having been reached between the parties to the complaint, the matter was closed.

CLOSED.

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No. 740. INFORMAL COMPLAINT.—(Continued from report of 1910.)

The Commission presented to the Southern Pacific Company the complaint of a resident of Eugene, that he had been overcharged on a shipment of household goods from Rapid City, South Dakota, to Eugene, Oregon. Company refunded \$5.70.

CLOSED.

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No. 743. INFORMAL COMPLAINT.—(Continued from report of 1910.)

A resident of Hubbard complained that the local passenger service of the Southern Pacific Company between Hubbard and Portland is inadequate since the Southern Pacific Company discontinued the Silverton local. The Railroad Company advised train was discontinued because traffic was not sufficient to pay actual cost and that change in schedule would be made to the satisfaction of complainants.

CLOSED.

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No. 744. INFORMAL COMPLAINT.—(Continued from report of 1910.)

Authority requested by Portland Railway, Light & Power Company to make reparation on a shipment of seed, which by error was moved by express instead of by freight. Authority to make reparation was granted by Commission.

CLOSED.

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No. 745. INFORMAL COMPLAINT.—(Continued from report of 1910.)

A resident of La Grande complained as to inability to secure payment from the Pacific Express Company for the value of baggage lost in transit by it. Claim was paid by the Company.

CLOSED.

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No. 746. INFORMAL COMPLAINT.—(Continued from report of 1910.)

Pacific Railway & Navigation Company asked authority to apply to certain carload shipments of coal a rate of four cents per cwt., although such rate was not provided for in the tariff at the time the shipment moved. Permission granted.

CLOSED.

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No. 747. INFORMAL COMPLAINT.—(Continued from report of 1910.)

Pacific Railway & Navigation Company asked authority to make reparation on shipment of rock. The Commission authorized the reparation.

CLOSED.

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No. 748. INFORMAL COMPLAINT.—(Continued from report of 1910.)

Complaint as to the charges on a car of wood shipped on the line of the Southern Pacific Company from Derry to Portland. Company refunded on the basis of 12 cords to the satisfaction of plaintiff.

CLOSED.

**No. 749. INFORMAL COMPLAINT.—(Continued from report of 1910.)**

Complaint as to overcharges on a shipment of household goods from Newman, California, to Wren, Oregon, and nonpayment of claim for damages. Southern Pacific Company refunded charges to the satisfaction of plaintiff.

CLOSED.

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**No. 750. INFORMAL COMPLAINT.**

Complaint as to overcharge on shipment of household goods from Springfield to Shaniko, Oregon, and thence re-shipped to Jefferson, Oregon. Refund of \$5.12 made to plaintiff by Southern Pacific Company.

CLOSED.

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**No. 751. INFORMAL COMPLAINT.**

Complaint alleges discrimination in treatment of passengers over Portland Railway, Light & Power Company's line between Oregon City and Portland, in that passengers paying a fare of 25 cents from Oregon City to Portland are refused a transfer to city lines, while passengers paying twenty cents to the city limits and then an additional five cent fare to First and Alder streets may secure a transfer to any part of the city. As many are not aware of this condition they fail to avail themselves of the lower charges. This matter was merged for consideration with investigation of rates on Oregon City Division No. F-131.

CLOSED.

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**No. 753. INFORMAL COMPLAINT.**

Southern Pacific Company asked permission to put in a rate of 10 cents per cwt. from Gold Hill to Portland on cement, but does not wish it to apply at intermediate points. Request of Company was granted by Commission to take effect May 19, 1911.

CLOSED.

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**No. 754. INFORMAL COMPLAINT.**

Spokane, Portland & Seattle Railway Company asked permission to make reparation to Union Meat Company of certain switching charges. The Commission authorized the reparation.

CLOSED.

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**No. 755. INFORMAL COMPLAINT.**

Complaint states two trunks were shipped from Salem to Broadacres and were not delivered until nearly a month later. Later plaintiff advised the Commission the trunks had been found and that the Oregon Electric Railway Company had settled for the damage suffered by the contents.

CLOSED.

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**No. 756. INFORMAL COMPLAINT.**

Complaint of loss of goods at Butte Falls, Oregon, shipped over the Southern Pacific Company's line. Closed for want of prosecution by complainant.

CLOSED.

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**No. 757. INFORMAL COMPLAINT.**

Oregon Railroad & Navigation Company asked permission to publish and file Supplement No. 20 to Local Freight Tariff No. 2-A O. R. C. No.

867, naming rate of \$35 each on locomotives between Hood River and Portland on less than statutory notice. Authority granted. CLOSED.

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No. 758. INFORMAL COMPLAINT.

Complaint was made of overcharge on crated auto body shipped from Long Beach, Washington, to Enterprise, Oregon. Commission took matter up with railroad company and secured refund for plaintiff in the sum of \$55.54. CLOSED.

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No. 759. INFORMAL COMPLAINT.

Complaint was made that full fare had been collected by the Southern Pacific Company for transportation of 11 year old child. Commission secured refund of difference between half and full fare. CLOSED.

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No. 760. INFORMAL COMPLAINT.

Complaint was made that Sumpter Valley Railway Company had removed all railroad crossings, public and private, which made it dangerous to cross with sleighs. Company advised that it was necessary to remove crossings to enable them to operate snow plow. On request of Commission certain crossings were replaced. CLOSED.

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No. 762. INFORMAL COMPLAINT.

Complaint was made of overcharge on shipment of household goods from Spirit Lake, Iowa, to Prineville, Oregon. Refund of \$35.77 was made by the railroad company. CLOSED.

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No. 763. INFORMAL COMPLAINT.

Complaint was made of overcharge on shipment of household goods and automobile from Waukomias, Oklahoma, to Salem, Oregon. Refund made by Southern Pacific Company of \$120.00. CLOSED.

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No. 764. INFORMAL COMPLAINT.

Complaint was made of delay in delivery and C. O. D. charge of \$6.15 on trunk shipped from Decatur, Illinois, to Portland, Oregon. Southern Pacific Company refunded overcharge of \$6.15. CLOSED.

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No. 767. INFORMAL COMPLAINT.

Oregon-Washington Railroad & Navigation Company asked authority to make reparation to the Palmer Lumber Company of La Grande, on shipments of logs from Randow to La Grande. Commission authorized the reparation. CLOSED.

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No. 769. INFORMAL COMPLAINT.

Complaint of overcharge on shipment of freight from Washington, D. C., to Medford, Oregon. Refund of \$8.70 was made by the Southern Pacific Company. CLOSED.

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No. 770. INFORMAL COMPLAINT.

Complaint was filed of overcharge on shipment of household goods from Hutchinson, Minnesota, to Creswell, Oregon. Refund of \$10.50 was made by the Spokane, Portland & Seattle Railway Company. CLOSED.

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## No. 771. INFORMAL COMPLAINT.

Complainant asked to be reimbursed in the sum of \$6 advanced charges and \$8 additional expense he was put to in the delay of household goods at Portland, Oregon. Spokane, Portland & Seattle Railway Company reimbursed in the sum of \$14.00. CLOSED.

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## No. 772. INFORMAL COMPLAINT.

Complaint was made that agent at Sedalia, Missouri, failed to note on shipment of household goods same had been released to a valuation of \$10 per hundred. Plaintiff was charged \$3 per 100, instead of \$2.30. Upon request of Commission, agent at Sedalia, Missouri, corrected the bill of lading, thereby avoiding the overcharge. CLOSED.

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## No. 773. INFORMAL COMPLAINT.

Complaint was made of the inadequate facilities of the Southern Pacific Company at McKee for the handling of freight. Company advised depot would be constructed. CLOSED.

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## No. 774. INFORMAL COMPLAINT.

Southern Pacific Company asked authority to make reparation to M. Senders & Company of overcharge on shipment of two carloads of vetch seed from Bussard to Portland, Oregon. Commission authorized the reparation. CLOSED.

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## No. 775. INFORMAL COMPLAINT.

Complaints were made that Corvallis & Eastern Railroad Company had constructed a heavy timber gate where they were compelled to cross the right of way of said Company to the great inconvenience of plaintiffs. Defendant removed gates and constructed cattle guards. CLOSED.

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## No. 776. INFORMAL COMPLAINT.

Complaint was made alleging inadequate accommodations on sleeping cars of Southern Pacific Company's lines. Plaintiff later advised that accommodations were adequate and did not desire to pursue the matter. CLOSED.

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## No. 778. INFORMAL COMPLAINT.

The Oregon Railroad & Navigation Company asked authority to make reparation to P. J. McGowan & Sons of overcharge on shipment of 735 boxes of tin plates shipped from Albina to Dodson. Commission authorized the reparation. CLOSED.



## No. 779. INFORMAL COMPLAINT.

Southern Pacific Company asked permission to make reparation to Pacific Coast Condensed Milk Company of an overcharge on carload of condensed milk, shipped from Hillsboro, Oregon, to Baker, Oregon. Commission authorized reparation. CLOSED.

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## No. 780. INFORMAL COMPLAINT.

Complaint that waiting room at the depot at Hillsboro was not kept open after 7:15 P. M. and that lights were not provided after that hour, Commission took the matter up with the Railroad Company and matter was adjusted satisfactorily. CLOSED.

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## No. 783. INFORMAL COMPLAINT.

Southern Pacific Company asks permission to make reparation to Broughton, Wiggins & Company of overcharge of \$109.55 on three shipments of piling from Candy, Wapato and Scroggins, Oregon, to Portland, Oregon. Reparation authorized by Commission. CLOSED.

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## No. 787. INFORMAL COMPLAINT.

Complaint was made of the lack of freight and waiting room at Crabtree, Oregon. Matter was called to the attention of the Southern Pacific Company by the Commission and station facilities were constructed. CLOSED.

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## No. 788. INFORMAL COMPLAINT.

Complaint was made of inadequate freight house facilities at Mill City, Oregon. Commission took matter up with the Railroad Company who advised that freight house would be constructed during the month of July. CLOSED.

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## No. 789. INFORMAL COMPLAINT.

Complaint was made as to the freight service afforded at Summit, L. C. L. freight being left on sidetrack from 200 to 300 feet distant from freight house. Company advised orders had been given to unload L. C. L. freight at freight house. CLOSED.

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## No. 793. INFORMAL COMPLAINT.

Mt. Hood Railway & Power Company asked permission to temporarily cross the right of way and track of the Portland Railway, Light & Power Company. Commission granted permission for a period of four months, reserving right to revoke the same at any time. CLOSED.

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## No. 795. INFORMAL COMPLAINT.

Plaintiff complained of delay in delivering freight from Portland to Scappoose, and requested daily deliveries. On request of the Commission, Astoria & Columbia River railroad company complied with wishes of plaintiff. CLOSED.

**No. 798. INFORMAL COMPLAINT.**

Complaint was made that lights were not maintained at drawbridge across river at Warrenton and the condition was a menace to lives of employees and passengers. Upon investigation, the Commission advised suitable lighting be installed. Request complied with. **CLOSED.**

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**No. 801. INFORMAL COMPLAINT.**

Complaint was made that spur track had been removed at Lewisburg station to the great inconvenience of the residents of that locality. Commission took the matter up with the Southern Pacific Company and secured the construction of a four hundred eighteen foot spur at Lewisburg. **CLOSED.**

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**No. 802. INFORMAL COMPLAINT.**

Complaint was made of overcharge on shipment of stock from Gazelle, California, to Glendale. Commission ask defendant to adjust the difficulty. Southern Pacific Company advised would apply rate as requested by Commission. **CLOSED.**

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**No. 804. INFORMAL COMPLAINT.**

Southern Pacific Company asked permission to make reparation to Tillson & Company of Salem, of excess charges on carload of dried prunes. Reparation was authorized by Commission. **CLOSED.**

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**No. 805. INFORMAL COMPLAINT.**

Spokane, Portland & Seattle Railway Company asked authority to make reparation to Union Meat Company of over charge on two carloads moved from Portland to North Portland. Commission authorized reparation. **CLOSED.**

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**No. 806. INFORMAL COMPLAINT.**

Oregon-Washington Railroad & Navigation Company asked authority to make reparation of overcharge on shipment of wood from Bridal Veil and Cascade Locks to Weston. Commission authorized reparation. **CLOSED.**

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**No. 807. INFORMAL COMPLAINT.**

Southern Pacific Company and Corvallis & Eastern Railroad Company asked authority to make reparation of overcharge on two carloads of lath shipped from Mill City to Lebanon and Medford, respectively. Commission authorized reparation. **CLOSED.**

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**No. 808. INFORMAL COMPLAINT.**

Commission advised Northern Pacific Company of Oregon it had investigated conditions existing in Company's yard in Portland and found light rails for blocking, etc. Company advised same would be installed at early date. **CLOSED.**

**No. 811. INFORMAL COMPLAINT.**

Oregon-Washington Railroad & Navigation Company asked authority to make reparation on shipment of wood. Commission authorized reparation.  
CLOSED.

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**No. 817. INFORMAL COMPLAINT.**

Oregon-Washington Railroad & Navigation Company asked authority to make reparation of charges on two carloads of fertilizer shipped from North Portland to East Portland. Commission authorized reparation.  
CLOSED.

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**No. 818. INFORMAL COMPLAINT.**

Commission granted Oregon-Washington Railroad & Navigation Company authority to make reparation to Union Meat Company of excess charges on two carloads of fuel oil, shipped from Peninsula Siding to North Portland.  
CLOSED.

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**No. 819. INFORMAL COMPLAINT.**

Commission granted authority to Oregon-Washington Railroad & Navigation Company to make reparation to Monarch Lumber Company of excess charges on shipment of slab wood from North Portland to Kenton.  
CLOSED.

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**No. 820. INFORMAL COMPLAINT.**

Commission authorized Oregon-Washington Railroad & Navigation Company to make reparation to Union Meat Company of excess charges on ten carloads of salt shipped from Portland to North Portland.  
CLOSED.

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**No. 821. INFORMAL COMPLAINT.**

Commission authorized Oregon-Washington Railroad & Navigation Company to make reparation to Union Meat Company of excess charges on shipments Portland to North Portland.  
CLOSED.

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**No. 827. INFORMAL COMPLAINT.**

Plaintiff complains that Southern Pacific Company had fenced track at Switzerland to the inconvenience of shippers. Upon request of Commission, Southern Pacific Company removed fence.  
CLOSED.

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**No. 830. INFORMAL COMPLAINT.**

Commission authorized Oregon-Washington Railroad & Navigation Company to make reparation to Willamette Pulp & Paper Company of excess charges on five carloads of china clay from Portland to Minks Mill, Oregon City.  
CLOSED.

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**No. 831. INFORMAL COMPLAINT.**

Plaintiff complains of loss of baggage by Southern Pacific Company. Commission took matter up with the Company who offered to settle with plaintiff.  
CLOSED.

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No. 834. INFORMAL COMPLAINT.

Complaint was made of inadequate facilities offered by the Oregon-Washington Railroad & Navigation Company for freight and passengers at Corbett. Defendant advised budget of 1911 and 1912 provided for depot at Corbett.

PENDING.

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## No. 835. INFORMAL COMPLAINT.

Complaint was made of overcharge on shipment of hay from Parker to Portland. Overcharge was refunded by Southern Pacific Company.

CLOSED.

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## No. 836. INFORMAL COMPLAINT.

Complaint was made of excessive rates on shipment of slab wood Mill City to Tallman. Refund of 45 cents per cord was made by Corvallis & Eastern Railroad Company and Southern Pacific Company.

CLOSED.

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## No. 838. INFORMAL COMPLAINT.

Complaint was made that cars operated between Portland and Lents were unduly crowded between the hours of 5 P. M. and 6:30 P. M. and 6 A. M. and 7:30 A. M. One train for single trip A. M. and P. M. was added by Portland Railway Light & Power Company.

CLOSED.

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## No. 842. INFORMAL COMPLAINT.

Complaint was made of overcharge on shipment of grain Union to Brogan. Refund of overcharge was made by the Oregon Short Line Railroad Company.

CLOSED.

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## No. 843. INFORMAL COMPLAINT.

Engineers of the Commission report that bridge of O. W. R. & N. Company over Willamette River at Portland was inspected and made certain recommendations. Company issued instructions in compliance with same.

CLOSED.

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## No. 845. INFORMAL COMPLAINT.

Southern Pacific Company asked authority to make reparation to Cramer Brothers and Grants Pass Hardware Company of excess charges on two carloads of sewer pipe, shipped from Portland to Grants Pass. The Commission authorized the reparation.

CLOSED.

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## No. 846. INFORMAL COMPLAINT.

Southern Pacific Company asked authority to make reparation to Albers Bros. Milling Company of overcharge on carload of feed shipped from Portland to Summit. Commission authorized the reparation.

CLOSED.

**No. 847. INFORMAL COMPLAINT.**

Complaint was made of poor conditions of fences along right of way through plaintiff's property. Matter taken up with the company by Commission and fences repaired, by Spokane, Portland & Seattle Railway Company. CLOSED.

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**No. 850. INFORMAL COMPLAINT.**

Complaint was made of insufficient cattle guards on Northern Pacific Railway Company's line through plaintiff's farm near Athena. The matter was presented to the Railroad Company and cattle guards have been installed. CLOSED.

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**No. 852. INFORMAL COMPLAINT.**

Plaintiff asked investigation of farm crossing over Southern Pacific Company's road. Commission made recommendations which were complied with by said company. CLOSED.

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**No. 853. INFORMAL COMPLAINT.**

Complaint was made of overcharge on shipment from Dubuque, Iowa, to Huntington, Oregon. Matter taken up with O. W. R. & N. Company who declined the claim. We advised plaintiff to take up the matter with Interstate Commerce Commission. CLOSED.

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**No. 854. INFORMAL COMPLAINT.**

Complaint was made of loss of roll of rugs during shipment of household goods from Bridgeport, Nebraska, to Independence, Oregon. Southern Pacific Company offered to settle for rugs on basis of \$10 per cwt. Plaintiff advised offer not satisfactory and would attempt to collect for value of rugs. CLOSED.

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**No. 855. INFORMAL COMPLAINT.**

Complaint was made of demurrage charge on cars arriving at Portland during the time of the Portland union teamsters' strike which made it impossible to unload cars in time allowed. Commission quotes ruling of I. C. C. saying that Commission has no power to relieve in cases such as the one in question. Shipments were mostly interstate. This Commission does not care to take an opposite position from the Interstate Commerce Commission. CLOSED.

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**No. 856. INFORMAL COMPLAINT.**

Corvallis & Eastern Railroad Company asked authority to make reparation to Starr Tannery Company on carload of bark shipped from Hoover to Albany. Commission authorized the reparation. CLOSED.

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No. 860. INFORMAL COMPLAINT.

Oregon-Washington Railroad & Navigation Company asked permission to make reparation on seven carloads of gravel shipped from Portland to Laurelhurst. Reparation authorized by the Commission.

CLOSED.

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## No. 861. INFORMAL COMPLAINT.

Southern Pacific Company asked authority to make reparation of overcharge on three carloads of brick shipped from Tualatin to Salem. Commission authorized reparation.

CLOSED.

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## No. 862. INFORMAL COMPLAINT.

Oregon-Washington Railroad & Navigation Company asked authority to make reparation on shipment of grinding stones from Albina to Minks Mills. Commission authorized the reparation.

CLOSED.

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## No. 863. INFORMAL COMPLAINT.

Complaint was made of the dangerous condition of roadway along the Willamette River beneath the Brooklyn Bluff. Commission called the matter to the attention of the Portland Railway Light & Power Company. Later company changed location of track.

CLOSED.

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## No. 864. INFORMAL COMPLAINT.

Oregon-Washington Railroad & Navigation Company asked permission to make reparation to Monarch Lumber Company on various carloads of wood shipped from North Portland to Laurelhurst. Commission authorized reparation.

CLOSED.

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## No. 866. INFORMAL COMPLAINT.

Plaintiff complained of loss of part of shipment of salmon from Astoria to Dayton. Commission asked Wells Fargo & Company to investigate. Defendant made satisfactory settlement with plaintiff.

CLOSED.

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## No. 867. INFORMAL COMPLAINT.

Oregon-Washington Railroad & Navigation Company asked authority to refund excess charges on four carloads of asphaltum shipped from Albina to Kenton. Commission authorized reparation.

CLOSED.

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## No. 868. INFORMAL COMPLAINT.

Oregon-Washington Railroad & Navigation Company asked authority to make reparation to Hood River Milling Company of excess charges on four carloads of damaged wheat shipped from Hood River to Portland. Commission authorized reparation.

CLOSED.

**No. 870. INFORMAL COMPLAINT.**

Commission investigated all crossings of electric railroads and steam roads and found that the statutory provisions relating to height of trolley wires was not being complied with in several instances and recommended that they comply at once with the provisions of Sections 6963 and 3934 of Lord's Oregon Laws. PENDING.

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**No. 873. INFORMAL COMPLAINT.**

Oregon-Washington Railroad & Navigation Company asked authority to make reparation to Union Meat Company on shipment of Fuller's earth and tin cans from Portland to North Portland. Commission authorized reparation. CLOSED.

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**No. 874. INFORMAL COMPLAINT.**

Oregon-Washington Railroad & Navigation Company asked authority to make reparation of \$6.00 per car on seven carloads of wood shipped from Albina to North Portland. Commission authorized the reparation. CLOSED.

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**No. 877. INFORMAL COMPLAINT.**

Oregon-Washington Railroad & Navigation Company asked authority to make reparation of passenger fares to two delegates to Grand Lodge I. O. O. F. at Portland from Robinett. Commission authorized reparation. CLOSED.

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**No. 878. INFORMAL COMPLAINT.**

Commission investigated derailment of train of Oregon Trunk Railway near Dike and made a report and recommendations which Railway Company advised they were now complying with. CLOSED.

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**No. 879. INFORMAL COMPLAINT.**

Complaint was made of rates for hauling logs by the Southern Pacific Company and the Pacific Railway & Navigation Company. Commission fully investigated the matter of rates and found same not unreasonable. CLOSED.

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**No. 881. INFORMAL COMPLAINT.**

Complaint was made of inadequate weighing and depot facilities at Donald. Commission referred the matter to the Oregon Electric Railway Company who promised to improve facilities. CLOSED.

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**No. 882. INFORMAL COMPLAINT.**

Complaint was made that O. W. R. & N. Company had removed a switch leading to spur at Celilo, Oregon, which plaintiff had constructed some twenty years ago. Commission referred the matter to company and switch was replaced. CLOSED.

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No. 886. INFORMAL COMPLAINT.

Complaint was made of cost of a spur track at Brogan, Oregon, to plaintiff's lumber yard. Commission arranged for a conference with plaintiff and Oregon Short Line Railroad Company. Defendant offers to lay track providing plaintiff paid proportional costs of \$360.

PENDING.

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## No. 888. INFORMAL COMPLAINT.

Complaint was made of failure of defendant, the Southern Pacific Company to adjust claim for loss and damage to shipment of household goods from Chicago to Salem. Defendant later paid claim for damage and advised that supplementary voucher would be issued covering loss.

PENDING.

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## No. 890. INFORMAL COMPLAINT.

Plaintiff complains of overcharge on shipment of household goods from Huron, South Dakota, to Milton, Oregon. Defendant advised shipment was routed wrong and refund of \$29.82 was made. CLOSED.

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## No. 891. INFORMAL COMPLAINT.

Complaint was made of excessive charges on expressage from Jefferson, Oregon, to Battle Creek, Michigan, and return. Commission found overcharge which Wells Fargo & Company refunded. CLOSED.

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## No. 892. INFORMAL COMPLAINT.

United Railways Company asked authority to make reparation of excess charges on seventeen cords of wood shipped from Davis spur to Portland. Commission authorized reparation in the sum of \$4.00.

CLOSED.

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## No. 894. INFORMAL COMPLAINT.

Oregon Trunk Railway asked authority to make reparation of overcharge on ten shipments of wool in grease shipped from Maupin, Coleman and Shearer to Madras, Oregon. Commission authorized reparation.

CLOSED.

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## No. 899. INFORMAL COMPLAINT.

Plaintiff requested that a siding be installed at Eddyville. Commission investigated matter and advised Corvallis & Eastern Railroad Company that siding should be installed. Defendant replied that siding would be laid at early date.

PENDING.

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## No. 902. INFORMAL COMPLAINT.

Salem, Falls City & Western Railway Company complained of overcharge by Southern Pacific Company on three pairs of locomotive wheels shipped from Albina to Dallas. Commission presented matter to defendant. Refund of \$7.12 was made to plaintiff.

CLOSED.



**No. 904. INFORMAL COMPLAINT.**

Complaint was made that agency at Celilo had been closed. Defendant advised insufficient business at Celilo to justify an agency at that point. PENDING.

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**No. 905. INFORMAL COMPLAINT.**

Complaint was made that freight rates charged by O. W. R. & N. Company for transportation of household goods from The Dalles to Hunt's Ferry was excessive. Defendant advised that they considered rates reasonable. Commission advised plaintiff that further proceedings must be formal. PENDING.

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**No. 906. INFORMAL COMPLAINT.**

The Southern Pacific Company asked authority to make reparation to the Pacific Coast Syrup Company of \$5 paid to United Railways Company for switching. Commission authorizes reparation. CLOSED.

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**No. 907. INFORMAL COMPLAINT.**

Commission authorized the Corvallis & Eastern Railroad Company to make reparation of \$94.21 storage charges on freight held at Yaquina while waiting steamer connections. CLOSED.

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**No. 910. INFORMAL COMPLAINT.**

Complaint was made of excessive freight rates on cedar posts shipped from Banks to Dilley. Southern Pacific Company and the Pacific Railway & Navigation Company advised that the matter would be adjusted with little further delay. PENDING.

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**No. 911. INFORMAL COMPLAINT.**

Commission authorized Portland Railway, Light & Power Company to make reparation to Mount Hood Brewery of \$12.00 excess charges on two cars of fuel oil, shipped from East Portland to Sellwood. CLOSED.

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**No. 913. INFORMAL COMPLAINT.**

Complaint was made that Sheridan & Willamina Railroad Company proposed to raise rate of 50 cents per M on lumber to Sheridan from Willamina to 75 cents per thousand. The matter was referred to the Sheridan & Willamina Railroad Company who advised the Commission that they considered the rate complained of as reasonable. This explanation not being satisfactory to complainant, we advised that if they desired to proceed further in the matter it would be necessary for them to file formal complaint. The matter was closed for want of further prosecution. CLOSED.

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No. 917. INFORMAL COMPLAINT.

Complaint was made that agent of Oregon Trunk Railway at Madras refused to deliver shipment of blacksmith's tools, etc., although plaintiff held receipted waybill. Defendant claimed error on part of clerk issuing same. Defendant filed copies of statements from warehouse foreman and clerk alleging that plaintiff had not paid in full. Plaintiff still insisted that he prepaid shipment in full. We advised plaintiff that complaint was purely a question of fact and one not properly within the jurisdiction of this Commission. CLOSED.

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## No. 919. INFORMAL COMPLAINT.

The Commission authorized the Southern Pacific Company to apply retroactively rate of four cents per cwt. on shipment from Portland and East Portland to Independence, Oregon. CLOSED.

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## No. 920. INFORMAL COMPLAINT.

Complaint was made of overcharge on shipment of household goods from Barbourville, Kentucky, to Coquille, Oregon. Commission found an overcharge of \$19.30. The matter being taken up with the Coos Bay, Roseburg & Eastern Railroad & Navigation Company, we were advised that a portion of the overcharge existed with the Lake Erie & Western Railway and hoped to be able to make refund at an early date. PENDING.

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## No. 921. INFORMAL COMPLAINT.

A wood shipper complained of freight rate on cord wood from Hood River to Hunt's Ferry. The matter was taken up informally with the O. W. R. & N. Company. Thereafter complainant advised that a satisfactory rate of \$1.75 per cord had been made by defendant on carload lots, and that he did not wish to proceed further in the matter. CLOSED.

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## No. 922. INFORMAL COMPLAINT.

Citizens of Mt. Angel complained that Southern Pacific Company failed to provide and maintain adequate depot facilities. The Commission took the matter up informally with the defendants, whereupon the conditions complained of were remedied and electric lights installed. CLOSED.

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## No. 923. INFORMAL COMPLAINT.

Clackamas Southern Railway Company asked authority to make crossing and connection with Southern Pacific Company and Oregon Water Power & Railway Company's lines at Oregon City, and filed plat showing points of desired crossing and connection. The matter was taken up informally with the railroad companies. PENDING.

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## No. 924. INFORMAL COMPLAINT.

A resident of Witch Hazel complained of inadequate passenger service and alleged unjust discrimination on the part of the Southern Pacific

Company. The Commission took the matter up informally and defendant advised that they would recommend the stopping of trains Nos. 3 and 4 at Witch Hazel on flag, whereupon the matter was closed. CLOSED.

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**No. 925. INFORMAL COMPLAINT.**

Complaint was made of excessive freight rates assessed on car load shipment from Toledo to Redland. Freight bill covering said shipment showed that charges were correct according to tariffs in force. Commission advised plaintiff that if he believed the rates excessive and wished to attack it on that ground to so advise and we would take the matter up with the defendant. Plaintiff replied he believed the rates excessive and requested to have the matter taken up with the company. The matter was consolidated with No. F-179, which was set for hearing at Salem, November 15, 1911. PENDING.

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**No. 926. INFORMAL COMPLAINT.**

The Commission notified the Salem, Falls City & Western Railway Company that during an inspection of its road the Commission's engineer noted that train No. 4 fouled the Southern Pacific crossing at Rickreall by stopping on the crossing leaving the rear end of the car standing slightly over the Southern Pacific Company's track, whereupon the platforms of both lines at said station were extended sufficient length to avoid necessity of fouling track. CLOSED.

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**No. 927. INFORMAL COMPLAINT.**

The Commission having been informed that the station at Tallman had been closed took the matter up with the Southern Pacific Company who installed a caretaker in charge of station for the handling of mail and freight, whereupon the matter was closed. CLOSED.

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**No. 928. INFORMAL COMPLAINT.**

A shipper of wood complained of excessive charge on shipment of 38 cars of wood. Upon checking the freight bill, we discovered overcharges amounting to \$85.80 and presented the claim to J. M. Brewer, General Freight Agent, Southern Pacific Company, who advised matter to be settled at an early date. PENDING.

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**No. 929. INFORMAL COMPLAINT.**

Several complaints alleging discrimination on the part of the Oregon-Washington Railroad & Navigation Company in not furnishing box cars for shipment of high grade dressed lumber to Eastern points were filed. As this matter concerned interstate shipments in which the Commission had not authority other than advisory powers, we endeavored to ascertain the cause of the car shortage prevalent throughout Eastern Oregon. Defendant advised that shortage in box cars was occasioned by the fall shipment of hay from Eastern Oregon points to Portland, and in the transportation of coal for defendant's use. This condition pre-

vailed during the month of October and November. Early in December we were advised that all shippers were being reasonably supplied with box cars.

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CLOSED.

No. 930. INFORMAL COMPLAINT.

Upon investigation by the Commission it was learned that trains on the lines of the Southern Pacific Company and Salem, Falls City & Western Railway Company did not come to a full stop at the crossing at Derry, Oregon. The matter was taken up informally with said Companies and the Commission is advised instructions have been given requiring all trains to stop at said crossing.

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PENDING.

No. 931. INFORMAL COMPLAINT.

Residents of Ontario and vicinity represented to the Commission that they were greatly inconvenienced by failure of Oregon Short Line Company's trains Nos. 17 and 18 to stop at Ontario. The matter was taken up informally by the Commission with W. H. Bancroft, general manager of the O. S. L. who authorized trains Nos. 17 and 18 to stop at Ontario to take on passengers who hold tickets for points where trains 17 and 18 stop but not to do local business.

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CLOSED.

No. 932. INFORMAL COMPLAINT.

Complaint was made alleging excessive rates charged by Sheridan and Willamina Railroad Company. Upon investigation by the Commission we advised that the rates shown by tariffs filed were not considered excessive.

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CLOSED.

No. 933. INFORMAL COMPLAINT.

A complaint was made that the Southern Pacific Company had placed gates at the crossing of complainant's road to his great inconvenience. A conference was had between the parties and the Commission at Townsend with regard to said crossing and the Commission recommended that wing fences and cattle guards be placed and the gates complained of removed.

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CLOSED.

No. 934. INFORMAL COMPLAINT.

The Commission authorized the Southern Pacific Company to make reparation on shipment of furniture from Portland to Grants Pass. A shipper having ordered a fifty foot car and the company being unable to furnish same was obliged to furnish two smaller cars. Reparation was allowed in order to protect carload rate at actual weight on the entire shipment.

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CLOSED.

No. 935. INFORMAL COMPLAINT.

The Commission authorized Portland Railway, Light & Power Company to apply retroactively rate of ten cents per cwt. on shipments of

box shoofs from East Portland to Estacada, a rate of 28 cents having been charged owing to a misunderstanding as to the date on which the ten cent rate was to go into effect. CLOSED.

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No. 937. INFORMAL COMPLAINT.

Complaint was made of overcharge on shipment of sand, plaster and cement from Portland to Donald. Upon presentation of the matter to the Oregon Electric Railway Company a refund of \$4.50 was made. CLOSED.

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No. 939. INFORMAL COMPLAINT.

The Commission requested the Oregon Electric Railway Company to place notices showing that their trains stopped at 10th and Stark streets, 10th and Morrison, 5th and Salmon streets and 1st and Salmon streets for the accommodation of its passengers. PENDING.

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No. 940. INFORMAL COMPLAINT.

The Commission requested the United Railways Company to change the name of the station (Lakeview) on its line for the reason that it is easily confused with that of the county seat of Lake County. PENDING.

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No. 941. INFORMAL COMPLAINT.

The Commission requested the Oregon Electric Railway Company to change the name of the station, Haynes, on its line on account of its similarity with the old established town of Haines, in Baker County. PENDING.

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No. 943. INFORMAL COMPLAINT.

The Tigard Improvement Company requested the Commission to investigate the depot warehouse facilities at Tigard station and cause a suitable depot to be built commensurate with the freight business at said station. The Commission took the matter up informally with the Oregon Electric Company and the matter is still pending. PENDING.

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No. 947. INFORMAL COMPLAINT.

A citizen of Halsey complained of overcharges on shipment of exhibit stock to the State Fair and return during 1910 and 1911. The matter was taken up with the Southern Pacific Company and is still pending. PENDING.

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No. 948. INFORMAL COMPLAINT.

A citizen of Junction City, Oregon, complained of overcharge on shipment of household goods from Kenmare, North Dakota, to Junction City. Upon examination of freight bill, we found overcharge of \$82, and presented the claim to the Southern Pacific Company, who advised that overcharge would be refunded. PENDING.

# APPENDIX I

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## PART II—FORMAL COMPLAINTS

In the Matter of CORVALLIS & EASTERN RAILROAD COMPANY. (Investigation on Commission's own motion.)	} No. 31. Formal.
In the Matter of the COLUMBIA SOUTHERN RAILROAD COMPANY. (Investigation on Commission's own motion.)	} No. 37. Formal.
In the Matter of the UMATILLA CENTRAL RAILROAD COMPANY. (Investigation on Commission's own motion.)	} No. 44. Formal.
In the Matter of the OREGON RAILROAD & NAVIGATION COMPANY. (Investigation on Commission's own motion.)	} No. 45. Formal.
In the Matter of the COLUMBIA RIVER & OREGON CENTRAL RAILROAD COMPANY. (Investigation on Commission's own motion.)	} No. 46. Formal

The foregoing valuation investigations are nearly completed; testimony has been taken and the properties have been inspected by the Commission's engineers. PENDING.

In the Matter of ASTORIA & COLUMBIA RIVER RAILROAD COMPANY.	} No. 99. Formal.
In the Matter of the GREAT SOUTHERN RAILROAD COMPANY.	} No. 100. Formal.
In the Matter of MALHEUR VALLEY RAILROAD COMPANY.	} No. 101. Formal.
In the Matter of MOUNT HOOD RAILROAD COMPANY.	} No. 102. Formal.
In the Matter of the NORTH-WESTERN GAS & ELECTRIC COMPANY.	} No. 103. Formal.
In the Matter of the NORTH-ERN PACIFIC RAILWAY COMPANY.	} No. 104. Formal.

In the Matter of OREGON ELECTRIC RAILWAY COMPANY.	} No. 105. Formal.
In the Matter of OREGON SHORT LINE RAILROAD COMPANY.	} No. 106. Formal.
In the Matter of PORTLAND RAILWAY, LLGHT & POWER COMPANY.	} No. 108. Formal.
In the Matter of ROGUE RIVER VALLEY RAILROAD COM- PANY.	} No. 109. Formal.
In the Matter of SALEM, FALLS CITY & WESTERN RAIL- WAY COMPANY.	} No. 110. Formal.
In the Matter of SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY.	} No. 111. Formal.
In the Matter of SUMPTER VALLEY RAILWAY COM- PANY.	} No. 112. Formal.

The foregoing are valuation investigations (on Commission's own motion) pending before the Commission. Testimony has been taken in nearly all the matters docketed but inspection is not complete.

PENDING.

HARRY LARSON

v.

ASTORIA & COLUMBIA RIVER RAILROAD COMPANY and NORTHERN PACIFIC RAILROAD COMPANY	} No. 115. Formal.
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(Continued from report of 1910.)

Complaint as to the failure of defendants to maintain a suitable station building at Warren, also as to failure to maintain an agent at such point. The matter was heard on January 21, 1910, and thereafter on February 10, 1910, an order was entered providing for improvements in the station facilities and the appointment of a caretaker at Warren. On April 13, 1910, the Commission granted an extension of time, within which defendant, Northern Pacific Company, might construct a new station building to comply with the order. Thereafter the Northern Pacific Company, which proved to be the company having the jurisdiction of the matter complained of, asked for a rehearing and modification of the order in certain particulars. A rehearing was had on November 4, 1910, at which time a petition was filed by plaintiff and others requesting that the order of the Commission be not modified. On March 10, 1911, plaintiff advised service not the best but he presumed best obtainable at that time.

CLOSED.

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H. WILHELM & SONS

v.  
CORVALLIS & ALSEA RIVER RAILROAD COMPANY } No. 128. Formal.

(Continued from report of 1910.)

Plaintiff complained that defendant failed to furnish its patrons adequate service, equipment and facilities for the transportation of passengers and freight over its lines of railway between Corvallis and Monroe. Hearing was had on June 17, 1910, and the matter taken under advisement, pending important repairs to the road, recommended by the Commission. The recommendations of the Commission having been complied with the matter was closed. CLOSED.

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M. E. DUNN

v.  
PORTLAND RAILWAY LIGHT & POWER COMPANY } No. 131. Formal.

(Continued from report of 1910.)

Plaintiff alleged that the charges made by defendant for transporting passengers over the line of its Oregon City Division between First and Alder Streets, Portland, and Canemah, and Oregon City, Park Place, Gladstone, Fern Ridge, Meldrum, Jennings, Rothe, Naef and Concord are unreasonable, unjustly discriminatory and unduly prejudicial. Complaint was duly served on defendant. By stipulation, the time for answering was extended several times. On October 27, 1910, the Commission called the matter and set it for hearing December 2, 1910, at Portland. It was again postponed, however, at request of plaintiff's attorney and consolidated with F-157 for hearing on July 26, 1911. On November 7th, the Commission entered an order. (See Order in F-157.)

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In the Matter of PORTLAND RAILWAY LIGHT & POWER COMPANY. (Investigation on Commission's own motion.) } No. 132. Formal.

(Continued from report of 1910.)

The investigation on Commission's own motion as to the service of the Company above named, as to its block signals, passing tracks and switches; also its rules and regulations as to the control and operation of cars. On July 5, 1910, the Commission inspected the switches and passing tracks and conferred generally with the officers of the company as to the matters complained of. It was agreed that no introduction of testimony was necessary. On July 28, 1910, the Commission recommended that the company investigate whether it is possible to provide an automatic electric device to indicate whether or not automatic spring switches are fully closed, independent of the position of the target on the switch stand. If the installation of such a device should prove feasible, the Commission recommended that same be installed. The company thereafter advised that the Union Switch & Signal Company reported that such a device is entirely practicable. On September 6, 1910, the Commission entered an order, directing that the Portland Railway Light & Power Company, install devices as above indicated, on all switches leading from its main line except within yard limits. On October 13th, time to comply with the order was extended thirty days. The company has represented that the costs of this improvement, if the apparatus



purchased from the Union Switch & Signal Company will be in the neighborhood of \$25,000. The company is therefore attempting to supply a device of its own manufacture and consequently will require a greater time to comply with the order. December 2, 1911, company advised that work is being prosecuted as rapidly as circumstances permit.

PENDING.

PAUL REIMERS

v.

PORTLAND RAILWAY LIGHT & POWER COMPANY.

} No. 133. Formal.

(Continued from report of 1910.)

Complaint alleging that the passenger fare charged by defendant between Island Station and Portland is unreasonable and discriminatory. Time to answer was extended by stipulation. Later this matter was consolidated with F-157 for hearing on July 26, 1911. On November 7, 1911, the Commission entered an order. (See order entered No. 131 Formal.)

In the Matter of UNITED RAILWAYS }  
COMPANY. } No. 135. Formal.

(Continued from report of 1910.)

On July 14, 1910, the Commission notified the above named company it had on its own motion investigated the service afforded by said company in the heating, lighting and ventilating of its station buildings and passenger cars, providing toilets, etc. Hearing held and order entered providing that all passenger waiting rooms and passenger cars used in this State should be kept clean and supplied with pure drinking water and so lighted, heated, ventilated and equipped as to render the occupants of the same reasonably comfortable.

CLOSED.

In the Matter of the OREGON RAILROAD & NAVIGATION COMPANY. (Investigation on Commission's own motion.) } No. 138. Formal.

(Continued from report of 1910.)

The Commission notified the above named company it had investigated the passenger fares charged on the main line and branches of the Oregon Railroad & Navigation Company and found that a hearing should be had to determine whether such fares are reasonable and just. Hearings were duly had and an agreement was reached as to the correction of charges on the main line of the company, on the basis of agreed mileage and at a rate of three cents per mile. On February 18, 1911, Oregon-Washington Railroad & Navigation Company filed tariffs effective March 1, 1911, providing three cents a mile passenger fare on Shaniko and Condon branches, whereupon the Commission ordered investigation to be discontinued.

CLOSED.

In the matter of OREGON SHORT LINE RAILROAD  
COMPANY. (Investigation on Commission's  
own motion.) } No. F-139. Formal.

(Continued from report of 1910.)

Complaints having been made to the Commission with regard to the failure of the above named Company to provide suitable and adequate depot facilities at Vale, Oregon, the Commission began an investigation to ascertain the facts in the case. Hearing was set for September 9, 1910, but was postponed on account of representation by the residents of Vale and also of the railroad company that the company was taking steps to secure station grounds at Vale and to erect thereon adequate depot facilities. Later residents of Vale advised that O. S. L. Company had entered into a contract with the city council to erect a depot before July 1, 1911, whereupon the Commission ordered that investigation be discontinued.

CLOSED.

THE MEDFORD TRAFFIC BUREAU  
v.  
SOUTHERN PACIFIC COMPANY. } No. 141. Formal.

(Continued from report of 1910.)

Plaintiff alleged that the present less than carload class rates charged by defendant for transporting freight from Medford to other points in the State of Oregon are by reason of their being higher than like rates from similar distances from Portland, excessive, unreasonable and unjustly discriminatory. On November 29, 1910, the matter was duly heard at Medford, at which time No. F-146 was consolidated with this complaint under this number. Later this matter was consolidated with No. F-179, and hearing had on November 15, 1911, and taken under advisement by the Commission.

PENDING.

THE BAKER COMMERCIAL CLUB  
v.  
OREGON RAILROAD & NAVIGATION COMPANY. } No. 142. Formal.

(Continued from report of 1910.)

Plaintiff filed a complaint alleging that the less than carload class rates charged by defendant for the transportation of freight from Baker City to other points in the State of Oregon are by reason of their being higher than the rates charged by defendant for similar distances from Portland, excessive, unreasonable and unjustly discriminatory. Hearing was duly had at Baker, Oregon. At this time the city of La Grande intervened by attorney. Further hearing was set for December 15, 1910, however hearing was adjourned in order to allow plaintiff to file new complaints against defendant. January 9, 1911, La Grande Business Men's Association filed a petition of intervention. January 17th, H. N. Dryer filed petition of intervention. January 21st, Pendleton Commercial Association filed a petition of intervention. Hearing had on February 27, 1911, and matter taken under advisement. Later this case was consolidated with F-180 by order of Commission and hearing duly had on November 15, 1911. The matter is still pending before the Commission.

PENDING.

J. E. REYNOLDS

v.

OREGON RAILROAD &amp; NAVIGATION COMPANY.

} No. 143. Formal.

(Continued from report of 1910.)

Plaintiff alleged that the service afforded by defendant in transporting livestock from points on its Condon and Shaniko branches to Portland was inadequate and unreasonable. On September 29, 1910, a hearing was held at the Union Stock Yards in Portland, at which time further hearing was set at some date to be named in the future. On December 28th, the Commission took the matter up on its own motion and set same for hearing January 10, 1911. Hearing was duly had and matter submitted. March the 7th, 1911, findings were made and jurisdiction retained until after May 19, 1911. Later plaintiff advised he had no further complaint whereupon the matter was closed. CLOSED.

BAKER COMMERCIAL CLUB

v.

THE OREGON RAILROAD &amp; NAVIGATION COMPANY.

} No. 144. Formal.

(Continued from report of 1910.)

Plaintiff filed a complaint alleging that no commodity rates are provided by defendant for the transportation from Portland, Oregon to Baker City, Oregon, of certain articles specified in the complaint and that by reason thereof an unjust discrimination is practiced and that the rates and minimums exacted are excessive, unjust and unreasonable and in violation of law. On November 26, 1910, hearing was held at Baker, Oregon, and adjournment taken until December 15, 1910, in the Wells Fargo Building, in Portland, Oregon. Hearing was postponed in order to allow plaintiff to file new complaint against the Oregon-Washington Railroad & Navigation Company instead of O. R. & N. Company. Complaint was duly filed. Later petitions of intervention were filed by La Grande Business Men's Association, Portland Chamber of Commerce, Umatilla Mercantile Company, Pendleton Commercial Club. Matter set for hearing on February 27, 1911, at Salem, Oregon. Hearing was duly had and taken under advisement by the Commission. On November 7, 1911, order entered dismissing above entitled matter.

CLOSED.

A. C. RUBY

v.

SOUTHERN PACIFIC COMPANY and  
OREGON RAILROAD & NAVIGATION  
COMPANY.

} No. 145. Formal.

(Continued from report of 1910.)

Plaintiff filed a complaint alleging unreasonable charges by defendant for transportation of horses, stallions and jacks and alleging also inadequate service in loading, unloading and switching shipments of livestock. December 28, 1910, new complaint was filed. Commission taking matter up on its own motion, and set same for hearing at Salem, January 10, 1911. Hearing was later postponed indefinitely on account of Mr. A. C. Ruby being unable to be present. Hearing was duly had on February 21, 1911, and matter submitted. March 7, 1911, Commission ordered matter dismissed.

CLOSED.

THE MEDFORD TRAFFIC BUREAU }  
                                   v.   } No. 146. Formal.  
 SOUTHERN PACIFIC COMPANY. }

(Continued from report of 1910.)

Complaint alleging that defendant had provided no commodity rates for the transportation from Portland to Medford of certain specified articles and the consequent unjust discrimination and the rates and minimums applied to said articles from Portland to Medford are excessive, unjust and unreasonable and in violation of law. By agreement this complaint was consolidated for hearing with case of the Medford Traffic Bureau with the Southern Pacific Company, No. F-141, and later consolidated with F-179 and set for hearing on November 15, 1911, at which time hearing was duly had and the matter submitted.

PENDING.

UPPER HOOD RIVER VALLEY PROGRESSIVE ASSOCIATION }  
                                   v.   } No. 147. Formal.  
 MT. HOOD RAILROAD COMPANY. }

(Continued from report of 1910.)

On September 17, 1910, plaintiff filed a complaint as to defendant's passenger train service between Hood River and Parkdale, Oregon. Hearing was held on October 29th and December 5th and the matter taken, under advisement. Later the Commission advised plaintiff that in our opinion that present service is to advantage of road's patrons and matter was closed.

CLOSED.

In the Matter of INDEPENDENCE & MONMOUTH }  
                                   RAILWAY COMPANY. (Investigation on } No. 149. Formal.  
                                   Commission's own motion.) }

(Continued from report of 1910.)

The Commission notified the above named company it had investigated the passenger fares charged by said company, also its charges for transporting baggage and had found reasons for ordering a hearing to determine whether such fares and charges were reasonable. Hearing was set for December 7, 1910, but owing to other engagements of the Commission, was postponed and hearing had on January 31, 1911. Order entered March 7, 1911, providing that defendant should transport free of charge the baggage of passengers traveling over its lines. Service of this order was accepted whereupon the matter was closed.

CLOSED.

In the Matter of WELLS FARGO & COMPANY, }  
                                   a corporation.   } No. 150. Formal.

On January 12, 1911, the Commission notified the above named company that it had investigated the rate on gold coin between McMinnville, Oregon, and Carlton, Oregon, and found reasons for ordering a hearing to determine whether such rate is reasonable and gave notice that hearing would be held on January 26, 1911. On January 25th, Wells Fargo & Company asked permission to file rate of fifty cents per thousand on gold coin between McMinnville and Carlton, on one day's notice, which was granted by the Commission.

CLOSED.

NEHALEM RIVER LUMBER COMPANY

v.

SOUTHERN PACIFIC COMPANY and  
PACIFIC RAILWAY & NAVIGATION  
COMPANY.

No. 151. Formal.

Plaintiff filed a complaint with the Commission alleging that the defendants did not have a through rate from Timber to Portland but charged a rate of five cents per cwt. on lumber and produce between Timber and Hillsboro and four cents per cwt. between Hillsboro and Portland, which rates are considered unjust and unreasonable. Hearing was held on February 28th and matter taken under advisement. On May 23rd an order was entered and on May 26th defendants notified Commission they could not agree upon apportionment of joint rate ordered. On June 6th, an order was entered apportioning the joint rate prescribed in former order of May 23rd.

CLOSED.

Mt. HOOD RAILWAY & POWER COMPANY

v.

PORTLAND RAILWAY LIGHT & POWER COMPANY.

No. 152. Formal.

The above named plaintiff filed a petition with the Commission asking it to make an order prescribing the manner in which they should be required to interlock and protect crossing over defendant's line by safety devices. Hearing was held on February 14, 1911, notice of time and place of hearing having been formally waived, findings were made and order entered, providing that the Mt. Hood Railway & Power Company be authorized to cross the right of way and railway line of the Portland Railway Light & Power Company; that said crossing shall be fully protected by cabinet interlocker system and that the expense of installing, maintaining and operating same shall be borne by the plaintiff and that no compensation be allowed defendant for the right of crossing.

CLOSED.

In the Matter of the SOUTHERN PACIFIC  
COMPANY. (Investigation on Com-  
mission's own motion.)

No. 153. Formal.

On February 16, 1911, Commission notified above named company it had investigated the rates charged for the transportation of freight from Grants Pass under class rates to other points on defendant's line in Oregon also failure of Southern Pacific Company to provide commodity rates on certain commodities from Portland to Grants Pass. Hearing was had on February 27, 1911, and the matter was taken under advisement. On September 8, 1911, this case was consolidated with No. F-179.

PENDING.

G. E. WESTINGHOUSE, *et al.*

v.

PACIFIC RAILWAY & NAVIGATION COM-  
PANY and SOUTHERN PACIFIC  
COMPANY.

No. 154. Formal.

February 16, 1911, plaintiffs complained that the rate charged by defendants for the transportation of logs and lumber from Timber, Oregon, to Portland, Oregon, was excessive, unjust and unreasonable.

Hearing was duly held and the matter submitted. On September 8, 1911, defendants were required to indicate in tariffs what scale was to be used in measuring logs. Later defendants advised that Scribner's scale would be used in measuring logs. Complaint dismissed. CLOSED.

GEORGE BLATCHFORD, *et al.*

v.

SOUTHERN PACIFIC COMPANY and COR-  
VALLIS & EASTERN RAILROAD  
COMPANY.

No. 155. Formal.

Plaintiffs petitioned Commission to cause defendant to construct and maintain a station building at the intersection of their lines at Shelburn. Hearing was duly held at Shelburn on November 8, 1911, and the matter taken under advisement. On November 29, 1911, an order was entered directing defendants to erect and maintain station building at Shelburn. CLOSED.

In the Matter of the OREGON ELECTRIC  
RAILWAY COMPANY and SOUTHERN  
PACIFIC COMPANY.

No. 156. Formal.

The Commission investigated the service afforded by above named companies in safeguarding the crossing of their line at Greenburg and at Beaverton and found that an investigation should be had. Hearing was had on March 22, 1911, and order entered. A modification to the order was thereafter made approving plan of companies for interlocking plants at Greenburg and Beaverton, and granted an extension of time until September 30, 1911, in which to install the same. In the meantime a flagman was placed at the crossing. On August 5, 1911, the interlocking plants having been installed, the matter was closed.

CLOSED.

In the Matter of the PORTLAND RAILWAY  
LIGHT & POWER COMPANY.

No. 157. Formal.

Under the provisions of Section 54 of the Railroad Commission Act it was ordered with the consent of the above named Company that supplement No. 17 to O. R. C. No. 1, Passenger Tariff of said company, be and the same is suspended for a period of sixty days from February 22, 1911; that in the meantime a statement and notice be issued providing for investigation of the reasonableness of all the rates, fares and charges therein contained. On April 20, 1911, the matter was again suspended for a further period of sixty days from April 22, 1911. On June 17th, the matter was further suspended for forty-five days from June 22nd. On July 26, hearing was had and adjourned, subject to call on five days notice. October 6, 1911, the matter was again suspended sixty days from October 6, 1911. On November 7th an order was entered providing:

## BEFORE THE RAILROAD COMMISSION OF OREGON.

M. E. DUNN, <i>Plaintiff</i> , v. PORTLAND RAILWAY, LIGHT & POWER COMPANY, <i>Defendant</i> .	No. 131. Formal.
PAUL REIMERS, <i>Plaintiff</i> , v. PORTLAND RAILWAY, LIGHT & POWER COMPANY, <i>Defendant</i> .	No. 133. Formal.
In the Matter of PORTLAND RAILWAY, LIGHT & POWER COMPANY. (In- vestigation on Commission's own motion, Springwater Division Rates.)	No. 157. Formal.
JENNINGS LODGE COMMUNITY CLUB, <i>Plaintiff</i> , v. PORTLAND RAILWAY, LIGHT & POWER COMPANY, <i>Defendant</i> .	No. 176. Formal.
In the Matter of PORTLAND RAILWAY, LIGHT & POWER COMPANY. (In- vestigation on Commission's own motion, Oregon City Division rates.)	No. 193. Formal.

## ORDERS.

On this 7th day of November, 1911, the above entitled matters duly came on before the Railroad Commission of Oregon at its regular session, for final determination. The controversies and investigations entitled as above set forth will be herein referred to by their docket numbers as enumerated in the caption hereof.

In Complaint No. F-131, the plaintiff, M. E. Dunn, appeared in person and by George C. Brownell, Esq., his attorney. The subject matter relates to the alleged unreasonableness of the one way or single trip rates of fare or charges of defendant for the transportation of passengers over its interurban line of electric railway between the following named stations upon its Oregon City Division, viz.: Canemah, Oregon City, Park Place, Gladstone, Fern Ridge, Meldrum, Jennings, Rothe, Naef and Concord (all in Clackamas County, Oregon) and the terminus at First and Alder Streets in the City of Portland, Multnomah County, Oregon, (hereinafter referred to as First and Alder Streets.) The complaint alleges that an unjust discrimination is being practiced against said stations, in favor of stations similarly situated upon the Springwater Division of defendant; and also alleges the unreasonableness and unjustly discriminatory nature of the rule of the defendant which denies transfer privileges to passengers travelling upon the Oregon City Division between First and Alder Streets and the Clackamas County points named while defendant extends transfer privileges to its various street railway lines, from points on its other divisions.

In Complaint No. F-133, plaintiff Paul Reimers appeared by B. E. Youmans, his attorney. This complaint is similar in tenor and allegations to that numbered F-131, except that it relates to the fares between Island, Clackamas County, Oregon, and First and Alder Streets.

Defendant appeared by Franklin T. Griffith, Esq., its attorney, and by Mr. F. D. Hunt, its traffic manager. Defendant filed answer to complaints No. F-131 and F-133. Thereupon said complaints F-131 and F-133 were duly brought on for hearing before the Commission at Oregon City, Oregon, on February 22, 1911, after notice had been duly issued and served upon the parties to said complaints. Plaintiffs and defendants appeared at said hearing as before herein recited.

It appeared that the complaints on hearing related in part to an alleged discrimination practiced against the localities involved, located upon the Oregon City Division, in favor of sundry stations upon the Springwater Division of the defendant. The defendant then filed with the Commission its Supplement No. 17 to its Tariff No. 1, O. R. C. No. 1, whereby it proposed to make numerous changes in its existing rates upon the Springwater Division, both to and from First and Alder streets, and to and from intermediate stations. Before the said supplement could take effect according to its terms, the Commission as provided by law, with the consent of said Company, suspended the taking effect of the rates proposed therein; and said order of suspension has been continued from time to time by the Commission, with defendant's consent, pending the determination of the matters involved herein.

The Commission then determined on its own motion that sufficient grounds existed to warrant a hearing being had to determine whether the existing rates of fare for the transportation of passengers between points on its Springwater Division between First and Alder streets and Cazadero, Oregon, and from every station on said division to every other station thereon as named in said tariff No. 1, O. R. C. No. 1, and its effective supplements, or any of said fares, were in any respect unreasonable or unjustly discriminatory. Thereupon the Commission issued and served upon said Portland Railway, Light & Power Company a statement of the rates to be investigated, accompanied by a notice fixing a time and place for the hearing thereof. Said statement and notice were docketed and appear in the caption hereof as No. F-157.

No. F-157 was brought on for hearing, and with it complaints No. F-131 and F-133 for further hearing, before the Commission, at Portland, Oregon, on the 26th day of July, 1911, pursuant to notices of hearing thereof served upon all of the parties thereof. The appearances in No. F-131 and F-133 were as before. In No. F-157 James W. Crawford, Esq., Second Assistant Attorney General, appeared for the Commission, and Franklin T. Griffith, Esq., attorney, and Mr. F. D. Hunt, traffic manager, appeared for Portland Railway, Light & Power Company.

Thereupon there was filed with the Commission the complaint of Jennings Lodge Community Club, by P. D. Newell, its president, plaintiff, *v.* Portland Railway, Light & Power Company, defendant, No. F-176, alleging the unreasonableness and unjustly discriminatory character of the existing rates of fare between Jennings Lodge and Oregon City. Defendant appeared thereto by Franklin T. Griffith, its attorney, and F. D. Hunt, its traffic manager; and waived time and consented that the matter involved therein might be heard by the Commission at once; and orally answered denying the allegations of the complaint.

For the purposes of hearing, said complaints, No. F-131, F-133, F-157 and F-176 were then consolidated by the Commission, all parties consenting thereto, and the evidence taken was by agreement treated as applicable to all of said complaints.



Numerous witnesses were produced before the Commission, and documentary testimony adduced and received in evidence. By rule of the Commission, all reports and tariffs on file with it were treated as before the Commission upon the hearing of the above matters.

The Commission then directed said Portland Railway, Light & Power Company to supply a statement of the total original cost of the line of railway under investigation. In response thereto, said Company has reported to the Commission that the original cost of construction of its broad gauge lines could not be ascertained or stated.

It appearing to the Commission that the proper determination of the various complaints so heard before it would necessarily involve all the remaining rates upon the Oregon City Division of said Company, (except those which the Commission has previously passed upon in the Complaints entitled *The Town of Milwaukie, plaintiff, v. Portland Railway, Light & Power Company, defendant*, No. 89, F-18; and *Oak Grove Improvement Association, on the relation of B. Lee Paget, its President, plaintiff, v. Portland Railway, Light & Power Company, defendant*, No. 94, F-20) the Commission on its own motion determined that sufficient grounds existed to warrant a hearing being had to determine whether any of the existing rates of fare, including commutation rates, on the Oregon City Division, to or from any station thereon as set out in said tariff No. 1, O. R. C. No. 1, (except those embraced in Complaints No. 89, F-18, and 94, F-20, above referred to) were in any respect unjust, unreasonable, or unjustly discriminatory. Thereupon the Commission issued and served upon said Portland Railway, Light & Power Company a statement in accordance with said determination, setting forth the rates to be investigated. Said Portland Railway, Light & Power Company, by Franklin T. Griffith, Esq., its attorney, then accepted service of the said statement, and waived notice of the time and place of hearing thereon, and consented and stipulated that the matter involved therein might be treated as submitted to the Commission for determination upon the testimony and exhibits and upon the record made in the hearing before the Commission upon Complaints No. F-131, F-133 and F-157.

All of said matters having been duly heard by the Commission, and now being fully submitted, and the Commission having carefully considered all of the testimony, exhibits, reports, and tariffs before it, being now fully advised in the premises, finds and determines as follows:

Said Portland Railway, Light & Power Company is a corporation of the State of Oregon, engaged, among other pursuits, in the operation of street and electric interurban railroads carrying passengers and property, within the city of Portland, Oregon, and between the said city and points outside thereof. It operates both broad and narrow gauge tracks and equipment. The city street railway lines are principally narrow gauge. A narrow gauge line runs from the city of Portland to the contiguous city of St. Johns, Multnomah County Oregon. Another narrow gauge line runs from the City of Portland to a point on the South bank of the Columbia River at Hayden's Island, and there connects with a ferry operated to the City of Vancouver, Washington. The Richmond, Woodstock, and Sellwood cars are operated upon broad or standard gauge tracks. The Company also operates a standard gauge interurban system with a general terminus at First and Alder streets, in the City of Portland. Such interurban lines are divided by it into three divisions, viz:

Mt. Scott Division: Extending southerly from First and Alder streets to Madison street, thence easterly across the Hawthorne Avenue bridge and along Hawthorne Avenue to 49th street; thence southerly

and southeasterly without the city of Portland through the unincorporated town of Lents to Lents Junction, where it joins the Springwater Division.

Oregon City Division: Over the same tracks as the Mt. Scott Division to East Water street and Hawthorne Avenue, thence Southerly along the Willamette River to Golf Junction, upon the southern boundary of the city of Portland and of Multnomah County, and thence southerly through Oregon City to Canemah, Clackamas County, Oregon.

Springwater Division: Over the same tracks as the Oregon City Division to Golf Junction; thence easterly, within the city of Portland to and through its municipal boundary and into Clackamas County a distance of .33 mile; thence reentering the city of Portland and running easterly a distance of .96 mile to the station of Errol; thence leaving the city of Portland and running through the counties of Multnomah and Clackamas, easterly and southerly by way of Lents Junction and Linnemann to Cazadero. From Linnemann a branch of this division runs by way of Fairview to Troutdale.

At Golf Junction the Oregon City and Springwater Divisions connect with the Sellwood city line mentioned. The Oaks cars are operated as a part of the city street railway system over a part of the Oregon City Division.

The transfer limits of said Company embraces all the narrow and standard gauge lines within the contiguous cities of Portland and St. Johns, and also that portion of the Mt. Scott Division which lies easterly from the city limits at Grays Crossing to the unincorporated town of Lents. It also embraces so much of the Springwater Division as lies west of and including the station of Errol, said line passing through the counties of Clackamas and Multnomah, as aforesaid.

Said Company is also engaged extensively in the production, distribution and sale of electric power and light within the cities of Vancouver, Washington, and Portland, St. Johns, Oregon City, Silverton, Woodburn, and Salem, Oregon, and a plant at Salem for the manufacture, distribution and sale of illuminating gas, and also operates there a system of broad gauge street and suburban railroad. Said Company also owns and operates a system of locks opposite Oregon City on the Willamette River, and a system of electric railway from Willamette to a point opposite Oregon City, in Clackamas County, Oregon. All of said enterprises are directed by one set of general officers, and the expenses thereof are properly apportionable between them; and such expenses have been so apportioned by the Commission in the determination of the matters involved herein.

The several stations upon the Oregon City, Mt. Scott, and Springwater Divisions of the said Company are distant from the terminus at First and Alder Streets, along the regular line of travel, as follows:

## OREGON CITY DIVISION

STATION	MILES	STATION	MILES
Golf Junction .....	5.020	Risley .....	8.989
Ardgour .....	5.445	Concord .....	9.189
Lambert .....	5.718	Naef .....	9.862
Knights .....	5.958	Rothe .....	10.071
Hendee .....	6.108	Boardman .....	10.258
Milwaukie .....	6.368	Jennings Lodge .....	10.675
Island .....	6.712	Meldrum .....	10.998
Lakewood .....	7.148	Fern Ridge .....	11.481
Milwaukie Heights .....	7.356	Gladstone .....	11.950
Silver Springs .....	7.594	Park Place .....	12.888
Courtney .....	7.975	Oregon City, Seventh Street .....	13.781
Pine .....	8.154	Canemah Park .....	14.567
Oak Grove .....	8.353	Canemah .....	15.017
Rupert .....	8.746		

## MT. SCOTT DIVISION

STATION	MILES	STATION	MILES
Grays Crossing (City Limits) .....	6.761	Lents Junction .....	7.888
Lents .....	7.266		

The shortest and most direct route between First and Alder Streets and stations from Lents Junction to Casadero is via the Mount Scott Division to Lents Junction, and thence via the Springwater Division.

## SPRINGWATER DIVISION

STATION	MILEAGE VIA LENTS GOLF JCT.	STATION	MILEAGE VIA LENTS GOLF JCT.
Ardenwald .....	6.001	Preston .....	15.181
Berkeley .....	6.649	Hogan .....	15.789
Errol .....	6.948	Palmbad .....	16.491
Brookwild .....	7.274	Anderson .....	17.761
Stanley .....	7.502	Haley .....	19.001
Wichita .....	7.790	Boring .....	20.083
Bell .....	8.188	Siefer .....	20.898
Luther .....	8.742	Norris .....	22.776
Kendall .....	9.093	Barton .....	23.497
Watson .....	9.440	Deep Creek .....	24.148
Lents Junc. ....	7.888	River Side .....	24.874
Holly Lodge .....	8.806	Eagle Creek .....	26.688
Gilbert .....	8.874	Alspaugh .....	28.088
Gates .....	9.584	Orrinsville .....	29.548
Sycamore .....	10.688	Morrow .....	30.467
Jenne .....	11.641	River Mill .....	31.019
Meadowbrook .....	12.049	Estacada .....	31.980
Linneman .....	12.811	Faraday .....	33.898
Cotton .....	13.413	Casadero .....	33.988
Gresham .....	14.518		

## TROUTDALE BRANCH

STATION	MILEAGE VIA LENTS GOLF JCT.	STATION	MILEAGE VIA LENTS GOLF JCT.
Brunner .....	13.665	Arata .....	17.641
Base Line .....	14.681	Multnomah Farm .....	18.140
Bairds Dale .....	15.684	Troutdale .....	18.988
Fairview .....	16.899		

For a period of many years one way and commutation rates of fare have been charged by said Portland Railway, Light & Power Company and its predecessors to points upon the Springwater Division, as set out in its tariff No. 1, O. R. C. No. 1 aforesaid. Said tariff and its supplements are here referred to and are made by reference a part of these findings and orders.

By reason of the existence of such fares a large number of persons have been induced to settle upon and along the said Springwater Division lines. Such persons principally work in the city of Portland as clerks, mechanics, artisans or laborers, and they have occasion to travel daily between their homes located along the line of said Springwater Division and points within the city of Portland, and the fare paid by them for their transportation is an important element in their expenditures. In many instances such persons have established their homes upon such lines because obliged to supplement their earnings from their regular occupations with the products of their small tracts and ranches. Such persons have made their investments and have located along the said Springwater Division upon full reliance that the rates of fare that have theretofore existed on that line for many years would continue in force and not be disturbed. The effect of any substantial increase in the fare, such as proposed in said Supplement No. 17 to Tariff No. 1, O. R. C. No. 1, will be to compel them to give up their homes and either move closer into the suburbs of the city of Portland,

or into the city itself, in order to procure the same or a lower rate of fare than they are now paying. Many of such persons are now paying for their homes in installments. By a substantial increase in fare, such as proposed by said Supplement No. 17, great pecuniary loss would be inflicted upon all such persons.

From the evidence, the Commission finds that such persons cannot stand, and the traffic will not bear, any substantial increase in the rates of fare charged upon the Springwater Division, as proposed by said Supplement No. 17. The Commission has not considered the testimony to this effect as in any way operating as an estoppel upon the said Company, but has considered the same solely with reference to its bearing on the question as to what a reasonable rate would be for the transportation of the passenger traffic along the lines of the said Springwater Division, and what passengers thereon can afford to pay, and what the service is worth to them.

The traffic along the lines of the Springwater and Oregon City Division, generally, increases in density as the lines approach the city of Portland, and the cost of transportation per passenger per mile diminishes as the density of traffic increases.

The suburban traffic on the Springwater Division, consisting of the persons before referred to as residents in small homes who have frequent occasion to travel to their work in the city of Portland, extends out about as far as Boring, and beyond that point the travel is more occasional in nature and the service performed is of greater value to the traveller and more expensive to the Company per passenger per mile than closer toward the city of Portland, where the traffic is more dense. The same is true of the travel upon the Springwater Division between intermediate points, as compared with the suburban service in and out of the city of Portland.

On the Oregon City Division, the suburban traffic extends the length of the whole division. On both the Springwater and Oregon City Divisions, the density of traffic increases generally as the distance from First and Alder Streets diminishes.

The one way rates of fare proposed by said Supplement No. 17 upon the Springwater Division to and from First and Alder Streets are generally considerably higher to points closer in to the city of Portland than further out, compared with the present rates of fare, and the increases proposed are mostly on the points close to Portland.

The Commission finds and determines that all of said one way and commutation fares on the said Springwater Division contained in said Tariff No. 1, O. R. C. No. 1, and its supplements, which differ from those hereinafter found to be just, reasonable, and non-discriminatory, are, and each of them is, unjust, unreasonable, and unjustly discriminatory.

The one way and commutation rates of fare between points on the Oregon City Division of said Company, involved herein, are similarly set out in said tariff No. 1, O. R. C. No. 1, heretofore made part hereof.

The Commission finds that the cost to said Company incurred in the transportation of a passenger one mile (i. e., per passenger mile) including all operating expenses, movement, maintenance and administration costs, but not including depreciation, interest on the bonds or investment, or taxes, is the sum of 6.15 mills.

The Commission finds that each of the foregoing referred to one way and commutation fares on the said Oregon City Division which differ from those hereinafter found to be just, reasonable, and nondiscriminatory, are unjust and unreasonable, and that in so far as the same exceed

rates found to be reasonable and just upon the Springwater Division or are now charged by said Company upon any of its other interurban lines for similar distances, said Company does unjustly discriminate against the respective localities upon the Oregon City Division charged higher rates, and against the inhabitants of said localities and patrons of its line of railroad travelling to or from said Oregon City Division points.

The Commission finds that just, reasonable, and non-discriminatory one way rates of fare to be charged hereafter by said Company upon its Springwater and Oregon City Division are the following sums, viz:

### SPRINGWATER DIVISION

BETWEEN	AND	FARE CENTS
PORTLAND (First and Alder streets)—		
Brookwild, Stanley, Wichita, Bell, Luther, Kendall, Watson, Lents Junction, Holly Lodge, Gilbert		10
Gates, Wilson		15
Sycamore, Jenne, Meadowbrook, Linnemann, Cotton		20
Gresham, Preston, Brunner, Base Line		25
Hogan, Palmblad, Bairds Dale, Fairview		30
Anderson, Arata, Multnomah, Troutdale		35
Haley, Boring		40
Siefer		45
Norris, Barton		50
Deep Creek, Riverside		55
Eagle Creek		60
Alsbaugh		65
Currinsville, Morrow		70
River Mill, Estacada		75
Faraday, Cazadero		80

### GOLF JUNCTION—

Brookwild, Stanley, Wichita, Bell, Luther, Kendall, Watson, Lents Junction	05
Holly Lodge, Gilbert, Gates, Wilson	10
Sycamore, Jenne, Meadowbrook, Linnemann	15
Cotton, Gresham, Brunner, Base Line	20
Preston, Hogan, Bairds Dale, Fairview	25
Palmblad, Anderson, Haley, Arata, Multnomah Farm, Troutdale	30
Boring	35
Siefer	40
Norris	45
Barton, Deep Creek	50
Riverside, Eagle Creek	55
Alsbaugh	60
Currinsville	65
Morrow	70
River Mill, Estacada	75
Faraday, Cazadero	80

### ARDENWALD, BERKELEY, ERROL—

Brookwild, Stanley, Wichita, Bell, Luther, Kendall, Watson, Lents Junction, Holly Lodge, Gilbert	05
Gates, Wilson, Sycamore	10
Jenne, Meadowbrook, Linnemann	15
Cotton, Gresham, Brunner, Base Line	20
Preston, Hogan, Palmblad, Bairds Dale, Fairview	25
Anderson, Multnomah Farm, Troutdale	30
Haley, Boring	35
Siefer	40
Norris	45
Barton, Deep Creek	50
Riverside, Eagle Creek	55
Alsbaugh	60
Currinsville	65
Morrow	70
River Mill, Estacada, Faraday, Cazadero	75

## SPRINGWATER DIVISION—Continued.

BETWEEN	AND	FARE CENTS
<b>BROOKWILD, STANLEY—</b>		
Stanley, Brookwild, Wichita, Bell, Luther, Kendall, Watson, Lents Junction, Holly Lodge, Gilbert, Gates		05
Wilson, Sycamore		10
Jenne, Meadowbrook, Linnemann, Cotton		15
Gresham, Preston, Brunner, Base Line		20
Hogan, Palmblad, Bairds Dale, Fairview		25
Anderson, Arata, Multnomah Farm, Troutdale		30
Haley, Boring		35
Siefer		40
Norris		45
Barton, Deep Creek, Riverside		50
Eagle Creek		55
Alspaugh		60
Currinsville		65
Morrow, River Mill, Estacada		70
Faraday, Cazadero		75
<b>WICHITA, BELL—</b>		
Bell, Wichita, Luther, Kendall, Watson, Lents Junction, Holly Lodge, Gilbert, Gates		05
Wilson, Sycamore, Jenne		10
Meadowbrook, Linnemann, Cotton		15
Gresham, Preston, Brunner, Base Line		20
Hogan, Palmblad, Bairds Dale, Fairview		25
Anderson, Arata, Multnomah Farm, Troutdale		30
Haley, Boring		35
Siefer		40
Norris		45
Deep Creek, Riverside		50
Eagle Creek		55
Alspaugh		60
Currinsville		65
Morrow, River Mill, Estacada		70
Faraday, Cazadero		75
<b>WICHITA—</b>		
Barton		50
<b>BELL—</b>		
Barton		45
<b>LUTHER, KENDALL, WATSON, LENTS JUNCTION—</b>		
Lents Junction, Watson, Kendall, Luther, Holly Lodge, Gates, Wilson, Sycamore, Jenne		05
Meadowbrook, Linnemann, Cotton		10
Gresham, Preston, Brunner, Base Line		15
Hogan, Palmblad, Fairview, Bairds Dale		20
Anderson, Arata, Multnomah Farm, Troutdale		25
Haley, Boring		30
Siefer		35
Norris, Barton		40
Deep Creek, Riverside		45
Eagle Creek		50
Alspaugh		55
Currinsville		60
Morrow, River Mill, Estacada		65
Faraday, Cazadero		70
<b>HOLLY LODGE—</b>		
Gilbert, Gates, Wilson, Sycamore		05
Jenne, Meadowbrook		10
Linnemann, Cotton		15
Gresham, Preston, Hogan, Brunner, Base Line, Bairds Dale, Fairview		20
Palmblad, Arata, Multnomah Farm, Troutdale		25
Anderson, Haley		30
Boring		35
Siefer		40
Norris, Barton		45
Deep Creek, Riverside		50
Eagle Creek		55
Alspaugh		60
Currinsville, Morrow, River Mill		65
Estacada, Faraday, Cazadero		70

## SPRINGWATER DIVISION—Continued.

BETWEEN	AND	FARE CENTS
<b>GILBERT—</b>		
Gates, Wilson, Sycamore .....		05
Jenne, Meadowbrook, Linnemann .....		10
Cotton, Gresham, Brunner, Base Line .....		15
Preston, Hogan, Bairds Dale, Fairview .....		20
Palmblad, Anderson, Arata, Multnomah Farm, Troutdale .....		25
Haley .....		30
Boring, Siefer .....		35
Norris .....		40
Barton, Deep Creek .....		45
Riverside .....		50
Eagle Creek .....		55
Alsbaugh, Currinsville .....		60
Morrow, River Mill .....		65
Estacada Faraday, Cazadero .....		70
<b>GATES—</b>		
Wilson, Sycamore, Jenne, Meadowbrook .....		05
Linnemann, Cotton .....		10
Gresham, Preston, Brunner, Base Line .....		15
Hogan, Palmblad, Bairds Dale, Fairview .....		20
Anderson, Arata, Multnomah Farm, Troutdale .....		25
Haley, Boring .....		30
Siefer .....		35
Norris, Barton .....		40
Deep Creek, Riverside .....		45
Eagle Creek .....		50
Alsbaugh .....		55
Currinsville .....		60
Morrow, River Mill, Estacada .....		65
Faraday, Cazadero .....		70
<b>WILSON—</b>		
Sycamore, Jenne, Meadowbrook, Linnemann .....		05
Cotton, Brunner, Base Line .....		10
Gresham, Preston, Hogan, Bairds Dale, Fairview .....		15
Palmblad, Arata, Multnomah Farm, Troutdale .....		20
Anderson, Haley .....		25
Boring, Siefer .....		30
Norris, Barton, Deep Creek .....		40
Riverside .....		45
Eagle Creek .....		50
Alsbaugh .....		55
Currinsville, Morrow, River Mill .....		60
Estacada, Faraday, Cazadero .....		65
<b>SYCAMORE—</b>		
Jenne, Meadowbrook, Linnemann .....		05
Cotton, Gresham, Brunner, Base Line .....		10
Preston, Hogan, Palmblad, Bairds Dale, Fairview .....		15
Anderson, Arata, Multnomah Farm, Troutdale .....		20
Haley .....		25
Boring, Siefer .....		30
Norris .....		35
Bartton, Deep Creek .....		40
Riverside .....		45
Eagle Creek, Alsbaugh .....		50
Currinsville .....		55
Morrow, River Mill .....		60
Estacada, Faraday, Cazadero .....		65
<b>JENNE—</b>		
Meadowbrook, Linnemann, Cotton .....		05
Gresham, Preston, Hogan, Brunner, Base Line .....		10
Palmblad, Bairds Dale, Fairview .....		15
Anderson, Haley, Arata, Multnomah Farm, Troutdale .....		20
Boring .....		25
Siefer .....		30
Norris, Barton .....		35
Deep Creek, Riverside .....		40
Eagle Creek .....		45
Alsbaugh .....		50
Currinsville, Morrow .....		55
River Mill, Estacada, Faraday, Cazadero .....		60

## SPRINGWATER DIVISION—Continued.

BETWEEN	AND	FARE CENTS
<b>MEADOWBROOK—</b>		
Linnemann, Ootton, Gresham	.....	05
Preston, Hogan, Brunner, Base Line	.....	10
Palmblad, Anderson, Bairds Dale, Fairview	.....	15
Haley, Arata, Multnomah Farm, Troutdale	.....	20
Boring, Siefer	.....	25
Norris	.....	30
Barton, Deep Creek	.....	35
Riverside	.....	40
Eagle Creek	.....	45
Alspaugh	.....	50
Currinsville, Morrow, River Mill	.....	55
Estacada, Faraday, Cazadero	.....	60
<b>LINNEMANN—</b>		
Cotton, Gresham, Brunner, Base Line	.....	05
Preston, Hogan, Bairds Dale, Fairview	.....	10
Palmblad, Anderson, Arata, Multnomah Farm, Troutdale	.....	15
Haley	.....	20
Boring, Siefer	.....	25
Norris	.....	30
Barton, Deep Creek	.....	35
Riverside	.....	40
Eagle Creek, Alspaugh	.....	45
Currinsville	.....	50
Morrow, River Mill	.....	55
Estacada, Faraday, Cazadero	.....	60
<b>OOTTON—</b>		
Gresham, Preston, Hogan	.....	05
Palmblad, Brunner, Base Line	.....	10
Anderson, Haley, Bairds Dale, Fairview, Arata	.....	15
Boring, Siefer, Multnomah Farm, Troutdale	.....	20
Norris, Barton, Deep Creek	.....	30
Riverside	.....	35
Eagle Creek	.....	40
Alspaugh	.....	45
Currinsville, Morrow	.....	50
River Mill, Estacada	.....	55
Faraday, Cazadero	.....	60
<b>GRESHAM—</b>		
Preston, Hogan, Palmblad	.....	05
Anderson, Brunner, Base Line	.....	10
Haley, Boring, Bairds Dale, Fairview, Arata	.....	15
Siefer, Multnomah Farm, Troutdale	.....	20
Norris, Barton	.....	25
Deep Creek, Riverside	.....	30
Eagle Creek	.....	35
Alspaugh	.....	40
Currinsville	.....	45
Morrow, River Mill, Estacada	.....	50
Faraday, Cazadero	.....	55
<b>PRESTON—</b>		
Hogan, Palmblad	.....	05
Anderson, Haley	.....	10
Boring, Siefer, Brunner, Base Line	.....	15
Bairds Dale, Fairview, Arata	.....	20
Norris, Barton, Deep Creek, Multnomah Farm, Troutdale	.....	25
Riverside	.....	30
Eagle Creek	.....	35
Alspaugh	.....	40
Currinsville, Morrow	.....	45
River Mill, Estacada, Faraday, Cazadero	.....	50
<b>HOGAN—</b>		
Palmblad, Anderson	.....	05
Haley	.....	10
Boring, Siefer, Brunner, Base Line	.....	15
Norris, Bairds Dale, Fairview, Arata	.....	20
Barton, Deep Creek, Riverside, Multnomah Farm, Troutdale	.....	25
Eagle Creek	.....	30
Alspaugh	.....	35
Currinsville	.....	40
Morrow, River Mill	.....	45
Estacada, Faraday, Cazadero	.....	50



## SPRINGWATER DIVISION—Continued.

BETWEEN	AND	FARE CENTS
<b>PALMBLAD—</b>		
Anderson	.....	05
Haley, Boring	.....	10
Siefer, Brunner	.....	15
Norris, Barton, Base Line, Bairds Dale, Fairview, Arata	.....	20
Deep Creek, Riverside, Multnomah Farm, Troutdale	.....	25
Eagle Creek, Alspaugh	.....	30
Currinsville, Morrow	.....	40
River Mill, Estacada	.....	45
Faraday, Cazadero	.....	50
<b>ANDERSON—</b>		
Haley, Boring	.....	05
Siefer	.....	10
Norris, Barton	.....	15
Deep Creek, Riverside, Brunner, Base Line	.....	20
Eagle Creek, Bairds Dale, Fairview, Arata	.....	25
Alspaugh, Multnomah Farm, Troutdale	.....	30
Currinsville	.....	35
Morrow, River Mill	.....	40
Estacada, Faraday, Cazadero	.....	45
<b>HALEY—</b>		
Boring, Siefer	.....	05
Norris	.....	10
Barton, Deep Creek	.....	15
Riverside	.....	20
Eagle Creek, Alspaugh, Brunner, Base Line	.....	25
Currinsville, Bairds Dale, Fairview, Arata	.....	30
Morrow, River Mill, Multnomah Farm, Troutdale	.....	35
Estacada, Faraday, Cazadero	.....	40
<b>BORING—</b>		
Siefer	.....	05
Norris, Barton, Deep Creek	.....	10
Riverside	.....	15
Eagle Creek	.....	20
Alspaugh, Brunner, Base Line	.....	25
Currinsville, Morrow, Bairds Dale, Fairview, Arata	.....	30
River Mill, Estacada, Multnomah Farm, Troutdale	.....	35
Faraday, Cazadero	.....	40
<b>SIEFER—</b>		
Norris	.....	05
Barton, Deep Creek, Riverside	.....	10
Eagle Creek	.....	15
Alspaugh	.....	20
Currinsville	.....	25
Morrow, River Mill, Brunner, Base Line	.....	30
Estacada, Faraday, Cazadero, Bairds Dale, Fairview, Arata	.....	35
Multnomah Farm, Troutdale	.....	40
<b>NORRIS—</b>		
Barton, Deep Creek, Riverside	.....	05
Eagle Creek	.....	10
Alspaugh	.....	15
Currinsville	.....	20
Morrow, River Mill, Estacada	.....	25
Faraday, Cazadero	.....	30
Brunner, Base Line	.....	35
Bairds Dale, Fairview, Arata	.....	40
Multnomah Farm, Troutdale	.....	45
<b>BARTON—</b>		
Deep Creek, Riverside	.....	05
Eagle Creek	.....	10
Alspaugh	.....	15
Currinsville, Morrow	.....	20
River Mill, Estacada	.....	25
Faraday, Cazadero	.....	30
Brunner, Base Line	.....	40
Bairds Dale, Fairview, Arata	.....	45
Multnomah Farm, Troutdale	.....	50
<b>DEEP CREEK—</b>		
Riverside	.....	05
Eagle Creek, Alspaugh	.....	10
Currinsville	.....	15
Morrow, River Mill	.....	20
Estacada, Faraday, Cazadero	.....	25
Brunner, Base Line	.....	40
Bairds Dale, Fairview, Arata	.....	45
Multnomah Farm, Troutdale	.....	50

SPRINGWATER DIVISION—*Concluded.*

BETWEEN	AND	FARE CENTS
<b>RIVERSIDE—</b>		
Eagle Creek .....		05
Alspaugh .....		10
Currinsville, Morrow .....		15
River Mill, Estacada .....		20
Faraday, Cazadero .....		25
Brunner, Base Line .....		40
Bairds Dale, Fairview, Arata .....		45
Multnomah Farm, Troutdale .....		50
<b>EAGLE CREEK—</b>		
Alspaugh .....		05
Currinsville, Morrow .....		10
River Mill, Estacada .....		15
Faraday, Cazadero .....		20
Brunner, Base Line .....		45
Bairds Dale, Fairview, Arata .....		50
Multnomah Farm, Troutdale .....		55
<b>ALSPAUGH—</b>		
Currinsville, Morrow .....		05
River Mill, Estacada .....		10
Faraday, Cazadero .....		15
Brunner, Base Line .....		50
Bairds Dale, Fairview, Arata .....		55
Multnomah Farm, Troutdale .....		60
<b>CURRINSVILLE—</b>		
Morrow, River Mill, Estacada .....		05
Faraday, Cazadero .....		10
Brunner, Base Line .....		55
Bairds Dale, Fairview, Arata .....		60
Multnomah Farm, Troutdale .....		65
<b>MORROW—</b>		
River Mill, Estacada .....		05
Cazadero, Faraday .....		10
Brunner, Base Line .....		60
Bairds Dale, Fairview, Arata .....		65
Multnomah Farm, Troutdale .....		70
<b>RIVER MILL—</b>		
Estacada, Faraday .....		05
Cazadero .....		10
Brunner, Base Line .....		60
Bairds Dale, Fairview, Arata .....		65
Multnomah Farm, Troutdale .....		70
<b>ESTACADA—</b>		
Faraday, Cazadero .....		05
Brunner, Base Line .....		65
Bairds Dale, Fairview, Arata .....		70
Multnomah Farm, Troutdale .....		75
<b>CAZADERO—</b>		
Brunner, Base Line .....		65
Bairds Dale, Fairview, Arata .....		70
Multnomah Farm, Troutdale .....		75
<b>FARADAY—</b>		
Cazadero .....		05
Brunner, Base Line .....		65
Bairds Dale, Fairview, Arata .....		70
Multnomah Farm, Troutdale .....		75
<b>BRUNNER—</b>		
Base Line, Bairds Dale .....		05
Fairview, Arata, Multnomah Farm, Troutdale .....		10
<b>BASE LINE—</b>		
Bairds Dale, Fairview .....		5
Arata, Multnomah Farm, Troutdale .....		10
<b>BAIRDS DALE—</b>		
Fairview, Arata, .....		05
Multnomah Farm, Troutdale .....		10
<b>FAIRVIEW—</b>		
Arata, Multnomah Farm, Troutdale .....		05
<b>ARATA—</b>		
Multnomah Farm, Troutdale .....		05
<b>MULTNOMAH FARM—</b>		
Troutdale .....		05

## OREGON CITY DIVISION

BETWEEN	AND	FARE CENTS
<b>PORTLAND (First and Alder Sts.)—</b>		
Ardgour, Lambert, Knights, Hendee .....		05
Island, Lakewood .....		10
Concord, Naef, Boardman, Jennings Lodge, Meldrum .....		15
Fern Ridge, Gladstone, Park Place, Oregon City .....		20
Canemah Park, Canemah .....		25
<b>GOLF JUNCTION—</b>		
Ardgour, Lambert, Knights, Hendee, Milwaukie, Island, Lakewood, Milwaukie Heights, Silver Springs .....		05
Courtney, Pine, Oak Grove, Rupert, Risley, Concord .....		10
Naef, Rothe, Boardman, Jennings Lodge, Meldrum Fern Ridge, Gladstone, Park Place .....		15
Oregon City, Canemah Park, Canemah .....		20
<b>ARDGOUR—</b>		
Lambert, Knights, Hendee, Milwaukie, Island, Lakewood, Milwaukie Heights, Silver Springs, Courtney .....		05
Pine, Oak Grove, Rupert, Risley, Concord .....		10
Naef, Rothe, Boardman, Jennings Lodge, Meldrum, Fern Ridge, Gladstone .....		15
Park Place, Oregon City, Canemah Park, Canemah .....		20
<b>LAMBERT—</b>		
Knights, Hendee, Milwaukie, Island, Lakewood, Milwaukie Heights, Silver Springs, Courtney, Pine, Oak Grove .....		05
Rupert, Risley, Concord, Naef, Rothe, Boardman .....		10
Jennings Lodge, Meldrum, Fern Ridge, Gladstone .....		15
Park Place, Oregon City, Canemah Park, Canemah .....		20
<b>HENDEE—</b>		
Milwaukie, Island, Lakewood, Milwaukie Heights, Silver Springs, Courtney, Pine, Oak Grove, Rupert .....		05
Risley, Concord, Naef, Rothe, Boardman .....		10
Jennings Lodge, Meldrum, Fern Ridge, Gladstone .....		15
Park Place, Oregon City, Canemah Park, Canemah .....		20
<b>MILWAUKIE—</b>		
Island, Lakewood, Milwaukie Heights, Silver Springs, Courtney, Pine, Oak Grove, Rupert, Risley .....		05
Concord, Naef, Rothe, Boardman, Jennings Lodge .....		10
Meldrum, Fern Ridge, Gladstone, Park Place, Oregon City .....		15
Canemah Park, Canemah .....		20
<b>ISLAND—</b>		
Lakewood, Milwaukie Heights, Silver Springs, Courtney, Pine, Oak Grove, Rupert, Risley, Concord .....		05
Naef, Rothe, Boardman, Jennings Lodge, Meldrum .....		10
Fern Ridge, Gladstone, Park Place, Oregon City, Canemah Park, Canemah .....		15
<b>LAKEWOOD—</b>		
Milwaukie Heights, Silver Springs, Courtney, Pine, Oak Grove, Rupert, Risley, Concord .....		05
Naef, Rothe, Boardman, Jennings Lodge, Meldrum, Fern Ridge .....		10
Gladstone, Park Place, Oregon City, Canemah Park, Canemah .....		15
<b>MILWAUKIE HEIGHTS—</b>		
Silver Springs, Courtney, Pine, Oak Grove, Rupert, Risley, Concord, Naef, Rothe, Boardman, Jennings Lodge, Meldrum, Fern Ridge, Gladstone, Park Place .....		05
Oregon City, Canemah Park, Canemah .....		10
		15
<b>SILVER SPRINGS—</b>		
Courtney, Pine, Oak Grove, Rupert, Risley, Concord, Naef, Rothe, Boardman, Jennings Lodge, Meldrum, Fern Ridge, Gladstone, Park Place .....		05
Oregon City, Canemah Park, Canemah .....		10
		15
<b>COURTNEY—</b>		
Pine, Oak Grove, Rupert, Risley, Concord, Naef, Rothe .....		05
Boardman, Jennings Lodge, Meldrum, Fern Ridge, Gladstone .....		10
Park Place, Oregon City, Canemah Park, Canemah .....		15

## OREGON CITY DIVISION—Continued.

BETWEEN	AND	FARE CENTS
<b>PINE—</b>		
Oak Grove, Rupert, Risley, Concord, Naef, Rothe, Boardman, Jennings Lodge		05
Meldrum, Fern Ridge, Gladstone, Park Place		10
Oregon City, Canemah Park, Canemah		15
<b>OAK GROVE—</b>		
Rupert, Risley, Concord, Naef, Rothe, Boardman, Jennings Lodge, Meldrum		05
Fern Ridge, Gladstone, Park Place		10
Oregon City, Canemah Park, Canemah		15
<b>RUPERT—</b>		
Risley, Concord, Naef, Rothe, Boardman, Jennings Lodge, Meldrum, Gladstone, Park Place		05
Oregon City, Canemah Park, Canemah		15
<b>RISLEY—</b>		
Concord, Naef, Rothe, Boardman, Jennings Lodge, Meldrum, Fern Ridge, Gladstone, Park Place		05
Oregon City, Canemah Park, Canemah		15
<b>CONCORD—</b>		
Naef, Rothe, Boardman, Jennings Lodge, Meldrum, Fern Ridge, Gladstone, Park Place, Oregon City, Canemah Park, Canemah		05
		10
<b>NAEF—</b>		
Rothe, Boardman, Jennings Lodge, Meldrum, Fern Ridge, Gladstone, Park Place, Oregon City, Canemah Park, Canemah		05
		10
<b>ROTHE—</b>		
Boardman, Jennings Lodge, Meldrum, Fern Ridge, Gladstone, Park Place, Oregon City, Canemah Park, Canemah		05
		10
<b>BOARDMAN—</b>		
Jennings Lodge, Meldrum, Fern Ridge, Gladstone, Park Place, Oregon City, Canemah Park, Canemah		05
		10
<b>JENNINGS LODGE—</b>		
Meldrum, Fern Ridge, Gladstone, Park Place, Oregon City, Canemah Park, Canemah		05
		10
<b>MELDRUM—</b>		
Fern Ridge, Gladstone, Park Place, Oregon City, Canemah Park, Canemah		05
		10
<b>FERN RIDGE—</b>		
Gladstone, Park Place, Oregon City, Canemah Park, Canemah		05
		10
<b>GLADSTONE—</b>		
Park Place, Oregon City, Canemah Park, Canemah		05
<b>PARK PLACE—</b>		
Oregon City, Canemah Park, Canemah		05
<b>OREGON CITY—</b>		
Canemah Park, Canemah		05
<b>CANEMAH PARK—</b>		
Canemah		05

Together with such transfer privileges to lines within the transfer limits of the city of Portland as are or may be extended to patrons of its lines who travel on the Mt. Scott Division between points without and points within the city of Portland.

The Commission further finds that just and reasonable and non-discriminatory commutation rates of fare between points on the Springwater and Oregon City Divisions of said Company and First and Alder streets, are the following sums:

Twenty ride commutation fares, between First and Alder Streets and stations named; coupons not good if detached from cover, but accepted for passage for one or more passengers when detached by conductor; not good for transfer to city railway lines within transfer limits—being the same terms and conditions as for present twenty ride commutation books:

## SPRINGWATER DIVISION

STATION	CENTS PER COUPON	STATION	CENTS PER COUPON
Brookwild .....	5½	Cotton .....	18
Stanley .....	5½	Gresham .....	20
Wichita .....	6	Preston .....	21½
Bell .....	6½	Hogan .....	22½
Luther .....	7	Palmblad .....	24
Kendall .....	7½	Anderson .....	27
Watson .....	7½	Haley .....	30
Lents Junction .....	8	Boring .....	32½
Holly Lodge .....	9	Brunner .....	18½
Gilbert .....	9½	Base Line .....	20½
Gates .....	11	Bairds Dale .....	22½
Wilson .....	12	Fairview .....	25
Sycamore .....	12½	Arata .....	27
Jenne .....	15	Multnomah Farm .....	28½
Meadowbrook .....	15	Troutdale .....	30
Linnemann .....	16½		

## OREGON CITY DIVISION

STATION	CENTS PER COUPON	STATION	CENTS PER COUPON
Ardgour .....	5	Risley .....	9½
Lambert .....	5	Concord .....	10
Knights .....	5	Naef .....	11
Hendee .....	5	Rothe .....	11½
Milwaukie .....	5	Boardman .....	12
Island .....	5½	Jennings Lodge .....	13
Lakewood .....	6	Meldrum .....	13½
Milwaukie Heights .....	6½	Fern Ridge .....	14
Silver Springs .....	7	Gladstone .....	15
Courtney .....	8	Park Place .....	16
Plne .....	8	Oregon City .....	18
Oak Grove .....	8½	Canemah Park .....	19
Rupert .....	9	Canemah .....	20

*It is, therefore, ordered, considered and determined:* That said Portland Railway, Light & Power Company shall cease and desist from charging, imposing and collecting the rates of fare, one way and commutation, hereinbefore found to be unjust, unreasonable, or unjustly discriminatory, between the points hereinbefore specified; and in lieu thereof shall substitute and charge, impose and collect the sums herein found to be just, reasonable and non-discriminatory rates of fare; and shall extend to patrons of its Springwater and Oregon City Divisions travelling between points within and points without the city of Portland, Oregon, the same transfer privileges which it now or hereafter may extend to passengers travelling upon its Mt. Scott Division between points within and points without the city of Portland, Oregon; and that said Company shall make the necessary changes in its tariffs on file with this Commission on or prior to twenty days of the service of a copy of this order upon it. The rates herein prescribed shall become effective twenty days after the date of the service of a copy of this order upon said Portland Railway, Light & Power Company. This order shall be construed as several, and as if entered in each of the above docketed matters, so far as applicable thereto.

NEHALEM RIVER LUMBER COMPANY,

v.

PACIFIC RAILWAY & NAVIGATION COMPANY

} No. 158. Formal.

Plaintiff alleged that it established its business at Timber, Oregon, because defendant promised plaintiff to transport its machinery, supplies, utensils and stores free of freight charges and further alleges that defendant practices discrimination in that supplies, etc., are transported for A. A. Courtney, Tillamook Log & Boom Company and Sweeney Construction Company, free of charge and defendant charged regular tariff rates for hauling plaintiff's freight and that said persons are in competition with plaintiff. Hearing was held on July 19, 1911, and the matter submitted. On September 8th, the Commission ordered Complaint dismissed.

CLOSED.

In the Matter of OREGON-WASHINGTON RAILROAD  
& NAVIGATION COMPANY. (Investigation  
on Commission's own motion.)

} No. 159. Formal.

Complaint was made that above named Company contemplated moving its depot building at Biggs to a site some three hundred feet distant from present one. Hearing was held on May 31, 1911. Interested parties, after hearing testimony, did not care to press matter. Commission therefore ordered it discontinued.

CLOSED.

Ex parte OREGON-WASHINGTON RAILROAD &  
NAVIGATION COMPANY.

} No. 161. Formal.

On May 17, 1911, above named Company stated it had been asked to apply a rate on sugar of fifteen cents per cwt. from LaGrande to Portland, to enable factory in LaGrande to compete with sugar coming from California; that it is willing to establish such rate and wishes to base rates from LaGrande to intermediate points, on water rate to Portland plus the local rate from Portland to such destination, not exceeding the distance tariff, but not willing to put in fifteen cent rate if same is to be maximum for intermediate points. We advised that after May 20th we would consider application under Chapter 93, Laws of 1911. On June 6, 1911, the matter was duly considered and an order entered granting the application.

CLOSED.

Ex parte SOUTHERN PACIFIC COMPANY, }  
(Suspension of fencing law.) }

No. 162. Formal.

Above named Company made application to be relieved from fencing its right of way between Oswego and Portland as provided by Chapter 158, Laws of 1909. Application was duly considered and on November 7, 1911, the Commission entered an order granting temporary suspension of fencing right of way between Oswego and Portland. Service of order was accepted by Southern Pacific Company and the matter closed.

CLOSED.

Ex parte SOUTHERN PACIFIC COMPANY, }  
(Suspension of fencing law.) }

No. 163. Formal.

Above named Company made application to be relieved from fencing its right of way along Cow Creek Canyon, in Douglas County, Oregon.

The application was duly considered. September 7, 1911, the Commission entered an order granting temporary suspension of fencing of right of way as provided by Chapter 158, Laws of 1909. CLOSED.

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Ex parte SALEM, FALLS CITY & WESTERN  
RAILWAY COMPANY. (Suspension of  
fencing laws.) } No. 164. Formal.

The above named company made application to be relieved of fencing certain portions of its right of way. Application was duly considered and an order entered on November 7, 1911, granting temporary suspension. CLOSED.

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Ex parte CORVALLIS & ALSEA RAILWAY COMPANY } No. 165. Formal.  
(Suspension of fencing law.)

The above named Company made application to be relieved for the present from fencing its right of way. PENDING.

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Ex parte OREGON-WASHINGTON RAILROAD &  
NAVIGATION COMPANY. (Suspension } No. 166. Formal.  
fencing law.)

The above named Company asked to be relieved temporarily from compliance with provisions of Section 6979 Lord's Oregon Laws in refencing right of way, until Company can prepare statement showing unfenced line. Commission granted temporary order suspending provisions of Act. September 12, 1911, O.-W. R. & N. Company filed petition for permanent suspension together with statement of unfenced right of way and blue prints. PENDING.

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Ex parte CORVALLIS & EASTERN RAILROAD  
COMPANY. (Suspension of fenc- } No. 167. Formal.  
ing law.)

The above named Company asked temporary suspension of provisions of Section 6979 Lord's Oregon Laws as amended by Chapter 150 of Laws of 1911, as far as concerned right of way of applicant and advising that it would later present petition asking for permanent suspension with regard to portions of its right of way. The Commission asked that information as to portions of right of way for which permanent exemption from fencing was allowed be furnished at earliest possible date, and that the Company furnish a list of landowners along right of way. September 2, 1911, the Company furnished list of property owners and blue print map of line. PENING.

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In the Matter of SOUTHERN PACIFIC COMPANY } No. 168. Formal.  
(Investigation on Commission's own  
motion.)

The Commission advised the Southern Pacific Company that it had investigated the passenger fares charged by said Company on its lines

in Oregon and ordered a hearing on June 27, 1911. June 24, 1911, the hearing was postponed in order that the S. P. Company might have time to prepare new schedule which was being prepared in their San Francisco office. September 30, 1911, Southern Pacific Company asked permission to accept main line mileage as shown by time card.

PENDING.

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In the Matter of SUMPTER VALLEY }  
RAILWAY COMPANY. } No. 169. Formal.

The Commission notified the above named Company that it would on June 19, 1911, investigate the service afforded by said Company in providing sufficient train crews protecting its train and in dispatching trains. Hearing was had on June 19, 1911, and order entered by the Commission on June 29, 1911, directing that said Company provide sufficient train crews and afford proper protection for its trains and providing adequate dispatching of trains. On October 23, 1911, Company advised that the standard code and train rules of the American Railway Association had been adopted, to be in force November 1, 1911.

PENDING.

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In the Matter of SOUTHERN PACIFIC COMPANY }  
and PORTLAND, EUGENE & EASTERN RAIL- } No. 170. Formal.  
WAY COMPANY. }

The Commission advised the above named companies that it would on June 30, 1911, at Eugene, Oregon, hold a hearing to investigate the safeguarding of crossing of tracks of said companies, at a common grade at Fairmount in South Eugene. Hearing was duly had and an order entered by the Commission on July 7, 1911, directing that the Portland, Eugene & Eastern Railway Company install and thereafter maintain in good working order a manual derailing device at the crossing of its line of railroad over the Southern Pacific Company's line in the city of Eugene, to prevent trains colliding at such crossing.

CLOSED.

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In the Matter of OREGON-WASHINGTON RAILROAD }  
& NAVIGATION COMPANY. } No. 171. Formal.

The Commission notified the above named company it would on the 29th day of June, 1911, at Portland, Oregon, hold a hearing to investigate the accommodations furnished by said Company to attendants traveling on stock trains. Hearing was duly had. The Commission, learning that Company was furnishing passenger coach for attendants on special stock trains, ordered, investigation discontinued.

CLOSED.

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In the Matter of the TRANSPORTATION OF LIVE- }  
STOCK AT MINIMUM RATE OF SPEED. } No. 172. Formal.  
(Chapter 136, Laws of 1911.) }

The Commission ordered a hearing to be had on June 29, 1911, at Portland, Oregon, under the provisions of Chapter 136, Laws of 1911, with reference to transportation of stock by railroads at a minimum rate of speed. Hearing was duly held and an order entered by the Commission naming certain days of the week on which certain railroads shall trans-



port livestock at a minimum rate of speed. On November 4th, the Commission requested all railroads acting as common carriers in this State to designate at least one day in each week when they would undertake to transport livestock in less than ten carloads at the minimum rate of speed and under the conditions specified in Chapter 136, Laws of 1911. The railroads of the State have complied with this request and this matter is now waiting an order of the Commission approving the dates designated.

PENDING.

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Ex parte SPOKANE, PORTLAND & SEATTLE  
RAILROAD COMPANY. (Suspension  
of fencing law.) } No. 173. Formal.

Above named Company asked to be relieved from complying with provisions of Chapter 158 of Laws of 1909, relating to fencing rights of way, in so far as concerns certain portions of applicant's line indicated on map filed with Commission.

PENDING.

Ex parte SHERIDAN & WILLAMINA RAIL-  
ROAD COMPANY. (Suspension of  
fencing laws.) } No. 174. Formal.

Above named Company asked to be relieved from compliance with the provisions of Section 6979 of Lord's Oregon Laws requiring the fencing of rights of way. Company submitted blue prints and gave reasons for leaving portions of its right of way unfenced.

PENDING.

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In the Matter of SPOKANE, PORTLAND & }  
SEATTLE RAILWAY COMPANY. } No. 175. Formal.

The Commission investigated above named Company's service in providing and maintaining a depot at Hammond and provided for a hearing on August 7, 1911, at Hammond, to determine whether such service was reasonable. Hearing was later postponed until August 8, 1911. Hearing was duly had at which time the Company agreed to make improvement and the matter was held open to see if said improvements were satisfactory. September 21, 1911, the Commission inspected improvement and found conditions satisfactory and ordered investigation discontinued.

CLOSED.

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JENNINGS LODGE COMMUNITY CLUB,  
v.  
PORTLAND RAILWAY, LIGHT & POWER COMPANY } No. 176. Formal.

Plaintiff desired rate of five cents from Jennings Lodge and Meldrum to Oregon City, the rate at that time being ten cents from Jennings Lodge and five cents from Meldrum to Oregon City. Defendant waived the notice provided by Statute and stipulated this matter should be heard July 26, 1911. Hearing was duly had and taken advisement by the Commission, and later consolidated with No. F-157. Hearing was duly had and order entered. (See Order and amended order entered under F-157.)

CLOSED.

E. M. SHARP,  
v.

SOUTHERN PACIFIC COMPANY.

} No. 177. Formal.

Plaintiff alleged defendant failed and refused to provide and maintain a station building at Latham to the great inconvenience of plaintiff and others. Hearing was held at Latham on October 5, 1911. October 18, 1911, Southern Pacific Company advised that arrangements had been made to erect at once a standard shelter shed at Latham. December 9, 1911, defendant advised that station building would be constructed as soon as material could be gotten on the ground.

PENDING.

Ex parte OREGON TRUNK RAILWAY ) No. 178. Formal.

Above named company asked the Commission to make a special order determining and prescribing a description of fence other than that designed as a lawful fence by the terms of Section 6906 of Lord's Oregon Laws and asked Commission to inspect the fences and natural barriers.

PENDING.

In the Matter of SOUTHERN PACIFIC  
COMPANY and the OREGON &  
CALIFORNIA RAILWAY COM-  
PANY. (Investigation on Com-  
mission's own motion.)

} No. 179. Formal.

On August 21, 1911, the Commission issued a statement to above named Companies setting forth that it had, on its own motion, investigated the distance class and commodity rates charged by Southern Pacific Company for the intra-state transportation of freight and had become satisfied that a hearing should be held to determine whether such rates are reasonable. On September 8, 1911, this matter was consolidated with F-141 and F-146 and hearing duly held on November 15, 1911, and the matter submitted.

PENDING.

In the Matter of OREGON-WASHINGTON  
RAILROAD & NAVIGATION COMPANY. }

No. 180. Formal.

August 21, 1911, the Commission issued a statement advising above named company it had investigated the distance class and commodity rates charged by said Company for the intra-state transportation of freight in carloads or less than carloads and had become satisfied that a hearing should be had to determine whether such rates are reasonable. September 8, 1911, this matter was consolidated with F-142 and F-144 and hearing duly had on November 15, 1911, and the matter submitted.

PENDING.

In the Matter of OREGON SHORT  
LINE RAILROAD COMPANY  
and OREGON-WASHINGTON  
RAILROAD & NAVIGATION  
COMPANY. }

No. 181. Formal

The Commission investigated the rates charged by said Company for the intra-state transportation of freight between points on the main line and branch line of Oregon-Washington & Navigation Company from Portland to Huntington, inclusive and points on the branch line of railroad owned by said O. W. R. & N. Company and operated by said O. S. L.

R. R. Company from Blakes to Homestead, Oregon, and had become satisfied a hearing should be held to determine whether such rates were reasonable. Hearing was had on November 15, 1911, and the matter submitted. PENDING.

FRANK L. SMITH MEAT COMPANY,

v.

SPOKANE, PORTLAND & SEATTLE RAIL-  
WAY COMPANY and UNITED  
RAILWAYS COMPANY.

No. 182. Formal.

Plaintiff alleged that the joint rate charged by defendants for transporting livestock from Portland Union Stock Yards to Lakeview was excessive and discriminatory. A hearing was had on October 23, 1911, and matter submitted. On November 29, an order was issued by the Commission fixing joint through rate of \$10.50 for 36 foot car.

CLOSED.

In the Matter of CORVALLIS & EASTERN  
RAILROAD COMPANY.

No. 183. Formal.

On September 8, 1911, Commission notified above named Company it had on its own motion investigated said Company's distance class and commodity rates and that it would hold a hearing in the matter on October 31, 1911, at Salem, Oregon. The matter was later postponed until November 15, 1911, at which time hearing was duly had and the matter submitted. PENDING.

In the Matter of CORVALLIS & EASTERN  
RAILROAD COMPANY.

No. 184. Formal.

Commission notified the above named Company that it had, on its own motion, investigated its passenger fares and a hearing was held on November 15, 1911, and the matter submitted. PENDING.

T. A. NORWOOD, *et al*,

v.

OREGON ELECTRIC RAILWAY COMPANY.

No. 185. Formal.

Plaintiffs complained concerning location of station at Chemeketa; said the station should be located where county road leading from Brooks to Mission Bottom crosses the railroad of defendant instead of at Chemeketa. Hearing was duly held in the matter at Chemeketa on November 1, 1911, and on November 7th, the Commission entered an order directing that the station located at Chemeketa be located where county road from Brooks to Mission Bottom crosses the railroad of defendant. CLOSED.

SAMUEL LONEY, *et al*,

v.

OREGON-WASHINGTON RAILROAD  
& NAVIGATION COM-  
PANY.

No. 186. Formal.

On October 6, 1911, plaintiffs complained that defendant had failed although requested to put in spur for loading sand and to move present

sidetrack to give proper loading facilities at Sand Spur, Umatilla County, Oregon. In due course the matter was set for hearing November 3, 1911, and on said date an order was entered dismissing the matter, the same having been amicably adjusted between the parties. **CLOSED.**

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Ex parte OREGON & SOUTHERN  
RAILROAD COMPANY. (Suspension fencing law.) } No. 187. Formal

On October 6, 1911, the above named Company applied to be relieved from requirements of fencing law as regarded certain portions of its right of way specified in application. **PENDING.**

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THE WHEELER LUMBER COMPANY  
v.  
PACIFIC RAILWAY & NAVIGATION  
COMPANY and SOUTHERN  
PACIFIC COMPANY. } No. 188. Formal.

On October 13, 1901, plaintiff complained as to name of station of Vosburg on Pacific Railway & Navigation Company's line. Thought it should be Wheeler same as postoffice at that point. Hearing was set for November 27th. Hearing duly held at Portland on said date and on November 28th an order was entered requiring defendants to designate as Wheeler the station now known as Vosburg. **CLOSED.**

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THE NEHALEM COMPANY,  
v.  
PACIFIC RAILWAY & NAVIGATION  
COMPANY and SOUTHERN  
PACIFIC COMPANY. } No. 189. Formal.

On October 13, 1911, plaintiff complained as to name of station of Vosburg on Portland Railway & Navigation Company's line. Thought it should be Wheeler the same as postoffice at that point. Hearing was held in the matter and on November 28th, an order was entered requiring defendants to designate as Wheeler the station known as Vosburg. **CLOSED.**

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W. F. DRAPER,  
v.  
SUMPTER VALLEY RAILWAY COMPANY. } No. 190. Formal.

On October 14, 1911, plaintiff alleged defendant failed and refused to provide and maintain at Whitney a station to the great inconvenience of plaintiff. The matter was set for hearing on November 21, 1911. Plaintiff having failed to appear on said date the matter was again set for hearing on December 14th, at Baker, Oregon. **PENDING.**

Ex parte PACIFIC & EASTERN RAIL-  
WAY COMPANY. (Suspension  
of fencing law.) } No. 191. Formal.

Above named Company asked to be relieved from compliance with provisions of Chapter 158, Laws 1909, relative to fencing rights of way, as regards certain portions of its line. The Commission wrote all interested in the fencing of the above named railroad as to their wishes in the matter and on November 29, 1911, entered an order granting temporary release of the obligation of fencing a portion of its right of way.

CLOSED.

Ex parte DES CHUTES RAILROAD COMPANY and  
OREGON-WASHINGTON RAILROAD & NAVI-  
GATION COMPANY. } No. 192. Formal

On October 24, 1911, the above named companies asked suspension of operation of fencing law as regards certain portions of their rights of way.

PENDING.

In the Matter of PORTLAND RAILWAY, LIGHT &  
POWER COMPANY. (Investigation on  
Commission's own motion.) } No. 193. Formal.

On October 25, 1911, the Commission notified the above named company that it had on its own motion, investigated the rates and fares for transportation of passengers between Portland and Canemah and from every station thereon to every other station and found that sufficient ground existed to warrant a hearing. A hearing was duly held and on November 7, 1911, an order was entered. (See Order and Amended Order entered under F-157.)

CLOSED.

In the Matter of the PORTLAND RAILWAY,  
LIGHT & POWER COMPANY and the  
SOUTHERN PACIFIC COMPANY. (In-  
vestigation on Commission's own  
motion.) } No. 194. Formal.

On October 27, 1911, the Commission notified above named companies that it had, on its own motion, investigated the services and facilities provided by the said companies for the safeguarding of the crossing of their lines at East First Street and Hawthorne Avenue, Portland, and set date of hearing on the 11th day of November, Portland, Oregon. The hearing was duly held and an order entered requiring all trains to be brought to a full stop before reaching the crossing at East First Street and Hawthorne Avenue, Portland, Oregon.

CLOSED.

In the Matter of the DES CHUTES RAILWAY COM-  
PANY. (Investigation on Commission's own  
motion. Valuation of Railroad Property.) } No. 195. Formal.

The Commission notified the above named Company that an investigation would be commenced to ascertain the original cost of construction and cost of reproduction of said Company's railroad. October 26, 1911, the Company filed profiles of road.

PENDING.

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In the Matter of CENTRAL RAILROAD OF  
OREGON. (Investigation on Com-  
mission's own motion.) } No. 196. Formal.

The Commission having investigated the above named Company's road and equipment it was satisfied sufficient grounds existed to warrant a hearing to determine in what respect said road may be in whole or in part inadequate, unsafe or unreasonable and a hearing was set to be held at Union, Oregon, on the 13th day of December, 1911. PENDING.



## APPENDIX II

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Summary of Annual Reports made to the Commission  
by Railroads and others subject to the Act, arranged  
in the following order:

Commercial Roads—Steam

Commercial Roads—Electric

Commercial Switching Roads and Terminal Companies

Industrial Roads—Steam

Express Lines

Sleeping Car Companies





## APPENDIX II

### COMMERCIAL ROADS--STEAM

#### ASTORIA & COLUMBIA RIVER RAILROAD COMPANY.

The physical property of this Company was sold to the Spokane, Portland & Seattle Railway Company March 1, 1911.

The data given below covering operations, is for the period July 1, 1910, to Feb. 28, 1911.

The profit and loss account and balance sheet is as of June 30, 1911. Organized April 4, 1895, under the laws of Oregon.

*Directors:* Jno. F. Stevens, Portland, Ore.; M. J. Costello, Seattle, Wash.; W. F. Turner, Wm. Harder, John McGuire, F. H. Fogarty, Portland, Ore.; and H. C. Nutt, Tacoma, Wash.

*Officers:* President, Jno. F. Stevens; Vice-President, M. J. Costello; Secretary and Comptroller, W. F. Turner; Treasurer, E. P. Shannon; Attorneys, Carey & Kerr; Auditor, E. Askevold; Chief Engineer, R. Budd; General Freight and Passenger Agent, W. E. Coman.

*Road Operated:* Owned—Goble, Oregon, to Holladay, Ore., 79.6 miles; Warrenton, Oregon, to Ft. Stevens, Oregon, 3.5 miles. Operated under lease, 21st street, Portland, Ore., to Goble, Ore., 38.16 miles.

*Operated under Trackage Rights:* 11th and Hoyt streets to 21st street, Portland, Ore., 1.24; total operated, 122.50 miles.

#### CAPITALIZATION.

*Capital Stock*—Common: Par value authorized, \$2,000,000; par value outstanding not held by respondent, \$1,619,000, issued for construction of new properties, and total amount realized in cash. No dividends declared during the year.

*Funded Debt*—First Mortgage Bonds Authorized: Issued and not held by respondent, par value \$3,280,000; interest accrued during the year, \$87,466.67. No interest paid during the year. The bonds of this company were issued for construction of new properties.

*Total Capitalization:* \$4,899,000; per mile of line, \$58,952.

*Expenditures for Additions and Betterments During the Year:* Road, \$16,757.74; equipment retired during the year, \$17,588.66; total cost for road and equipment to February 28, 1911, \$5,075,871.95; reserved for accrued depreciation—Cr. \$40,812.37; net cost, \$5,035,059.58; per mile of line, \$60,590.36.

#### INCOME ACCOUNT.

Operating Income: Operating revenues .....	\$603,847.77
Operating expenses .....	339,994.85
Net operating revenue .....	\$263,852.92

Outside Operations: Revenues .....	\$ 15,708.65
Expenses .....	6,208.93
Net revenue—outside operations .....	9,499.72
Total net revenue .....	273,352.64
Taxes accrued .....	40,900.00
Operating Income .....	\$232,452.64
Other Income: Miscellaneous rents .....	\$ 1,557.35
Miscellaneous .....	2,653.28
Total other income .....	\$ 4,210.63
Gross corporate income .....	\$236,663.27
Deductions from Gross Corporate Income:	
Rents accrued for lease of other roads .....	\$ 39,548.60
Joint facilities .....	13,476.34
Hire of equipment .....	5,813.54
Interest accrued on funded debt .....	87,466.67
Other deductions .....	30.00
Total deductions .....	\$146,335.15
Net corporate income .....	\$ 90,328.12

*Profit and Loss*—Debit: June 30, 1910, \$341,392.39; deductions for year, loss on equipment sold, \$5,429.26; interest on matured bond coupons prior to July 1, 1910, \$28,040.83; assets less liabilities transferred to S. P. & S. Ry. Co. at \$100 cash and \$3,280,000 of this company's first mortgage bonds plus all unpaid interest coupons, \$1,334,465.64; total, \$1,709,328.12.

*Credit*: Balance for year brought forward from Income Account, \$90,328.12; deficit to June 30, 1911, \$1,619,000. Total, \$1,709,328.12.

### OPERATING REVENUES.

	Oregon intrastate	Oregon share of interstate	Total revenue
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight .....	\$ 122,420 70	\$ 58,479 05	\$ 180,899 75
Passenger .....	371,459 63	15,891 79	386,851 42
Excess baggage .....	1,896 73		1,896 73
Mail .....	10,013 75		10,013 75
Express .....	15,849 76		15,849 76
Other passenger train revenue .....	218 00		218 00
Total passenger service train revenue .....	\$ 399,377 87	\$ 15,891 79	\$ 414,769 66
Switching revenue .....	1,958 00		1,958 00
Special service train revenue .....	100 00		100 00
Miscellaneous .....	80 60		80 60
Total revenue from transportation .....	\$ 523,887 16	\$ 73,870 84	\$ 597,758 01
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Station and train privileges .....	856 70		856 70
Parcel room receipts .....	18 40		18 40
Storage, freight .....	263 70		263 70
Storage, baggage .....	298 40		298 40
Car service .....	3,228 00		3,228 00
Rent of buildings and other property .....	202 92		202 92
Miscellaneous .....	1,221 63		1,221 63
Total .....	\$ 6,089 75		\$ 6,089 75
Total operating revenue .....	\$ 529,976 93	\$ 73,870 84	\$ 603,847 77

*Operating Expenses:* Maintenance of way and structures, \$80,046.46; maintenance of equipment, \$33,345.64; traffic expenses, \$12,587.18; transportation expenses, \$190,471.95; general expenses, \$23,543.62; total, \$339,994.85.

Ratio of operating expenses to operating revenue, 56.30 per cent.

*General Balance Sheet:* Assets, profit and loss, \$1,619,000.

*Liabilities:* Capital stock, \$1,619,000.

### EMPLOYEES AND SALARIES.

Class	Number Feb. 28, 1911	Total compensation	Average daily compensation
General officers .....	18	\$ 6,458 52	\$ 12 74
Other officers .....	6	3,181 68	6 28
General office clerks .....	41	21,822 25	2 47
Station agents .....	12	7,797 90	2 27
Other stationmen .....	9	5,274 71	2 24
Enginemen .....	10	13,406 58	4 32
Fireman .....	10	8,976 55	2 87
Conductors .....	7	9,936 98	4 74
Other trainman .....	19	14,040 17	2 74
Machinists .....	5	6,486 95	3 68
Carpenters .....	22	14,784 95	3 05
Other shopmen .....	21	10,070 71	2 84
Section foreman .....	18	9,558 28	2 20
Other trackmen .....	65	86,511 46	1 67
Switch and crossing tenders and watchmen .....			
Telegraph operators and dispatchers .....	6	4,290 62	2 97
All others employees and laborers .....	15	12,270 68	1 99
Total (including general officers) .....	279	\$ 184,883 94	\$ 2 53
Total (excluding general officers) .....	266	\$ 178,425 42	\$ 2 46

### TRAFFIC AND MILEAGE STATISTICS.

*Passenger Traffic:* Number of passengers carried, earning revenue, 414,085; number of passengers carried one mile, 16,458,238; carried one mile per mile of road, 134,353; average distance carried 39.75 miles; total passenger revenue, \$386,851.42; average amount received from each passenger \$.093423; average receipts per passenger per mile \$.002351; total passenger service train revenue \$414,769.66; per mile of road \$3,385.87; per train mile \$1.94165.

*Freight Traffic:* Number of tons carried of freight earning revenue 156,479; tons carried of intrastate freight earning revenue 97,267; carried one mile, 7,843,921; carried one mile, intrastate, 4,135,532; carried one mile, per mile of road, 64,032; carried one mile, per mile of road, intrastate, 33,759; average distance haul of one ton 50.13 miles; haul of one ton, intrastate, 42.52 miles.

Total freight revenue, \$180,899.75; total intrastate freight revenue, \$122,420.70; average amount received for each ton of freight, \$1.15606; average amount received for each ton, intrastate, \$1.25860; average receipts per ton per mile, \$.02306; average receipts per ton per mile (intrastate) \$.02960; freight revenue per mile of road, \$1,476.73; per train mile, \$3.56067.

*Total Traffic:* Operating revenues, \$603,847.77; per mile of road, \$4,929.37; per train mile, \$2.33193.

Operating expenses, \$339,994.85; per mile of road, \$2,775.47; per train mile, \$1.31298.

Net operating revenue, \$263,852.92; per mile of road, \$2,153.90.

Average number of passengers per car mile, 23; per train mile, 77; average number of passenger cars per train mile, 4.41; average number tons of freight per loaded car mile, 16.03; per train mile, \$154.39; average number of freight cars per train mile, 13.95; average number of loaded cars per train mile, 9.63; average number of empty cars per train mile, 3.44.

Average miles operated July 1, 1910, February 28, 1911, 122.50 miles.

*Locomotive Mileage*—Revenue Service: Freight, 46,361; passenger, 213,447; mixed, 5,749; special, 130; switching, 15,830; total, 281,517.

Non-revenue service locomotive miles, 3,690.

*Car Mileage*—Revenue Service: Freight loaded, 489,455; empty, 174,565; caboose, 44,638; total freight car miles, 708,658.

Passenger car miles, passenger, 579,374; parlor and observation, 141,726; others, 220,108; total passenger car miles, 941,208.

Special car miles, passenger, 160; sleeping, parlor and observation, 84; total, 244.

Total revenue car mileage, 1,650,110.

Non-revenue service car miles, 19,655.

*Train Mileage*—Revenue Service: Freight, 45,201; passenger, 208,013; mixed, 5,604; special, 130; total revenue train mileage, 258,948.

Non-revenue service train mileage, 2,921.

#### INTRASTATE FREIGHT TRAFFIC MOVEMENT IN TONS.

*Products of Agriculture*: Grain, 188; flour, 121; other mill products, 1,317; hay, 1,543; fruit and vegetables, 176; total, 3,345.

*Products of Animals*: Live stock, 305; poultry, game and fish, 955; total, 1,260.

*Products of Mines*: Bituminous coal, 1,560; coke, 24; stone, sand and other like articles, 5,622; total, 7,206.

*Products of Forest*: Lumber, 32,475; other products of forest, 16,588; total, 49,063.

*Manufactures*: Petroleum and other oils, 12,763; naval stores, 10; iron, pig and bloom, 547; iron and steel rails, 706; other castings and machinery, 1,313; bar and sheet metal, 55; cement, brick and lime, 1,690; agricultural implements, 12; wagons, carriages, tools, etc., 34; wines, liquors and beers, 1,446; household goods and furniture, 121; other

Manufactures, 444; total, 19,141.

Merchandise, 15,072; miscellaneous, 2,180.

Total intrastate tonnage, 97,267.

*Freight Traffic Movement, all traffic entire line*: Originating on this road, 146,425 tons; freight received from connecting roads and other carriers, 10,054 tons; total tonnage, 156,479.

DESCRIPTION OF EQUIPMENT ON FEB. 28, 1911—Owned and in Service: Locomotives, 9; cars, in passenger service, 23; in freight service, 182; in company's service, 10; total cars, 215.

*Renewals of Ties During the Year*: Mountain fir, 18,310; average price, \$35.289.

*New Rails Laid During the Year*: Steel, 47.41 tons; average price at distributing point \$31.66.

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CHARACTERISTICS OF ROAD.

*Alignment:* Number of curves, 142; aggregate length of curved line, 28.90 miles; length of straight line, 54.20 miles.

*Profile:* Length of level line, 64.65 miles; ascending grades, 57; sum of ascents, 150.5 feet; aggregate length of ascending grades, 9.33 miles; descending grades, 52; sum of descents, 164.9 feet; aggregate length of descending grades, 9.12 miles.

*Bridges, Trestles, Tunnels, Etc.:* Bridges, steel, 4; aggregate length, 800 feet; wooden, 3; aggregate length, 199 feet; trestles, 73; aggregate length, 45,188 feet; tunnels, 4; aggregate length, 789 feet; overhead highway crossings, 3; overhead railway crossings, 2.

*NOTE*—On yard and spur tracks there is a total of 11,739 feet of trestle owned; on spur and siding there is an additional total of 3800 feet trestle operated. There are 7 flumes and log chutes crossing overhead. Minimum clearance, 22 feet.

Gauge of track, 4 feet 8½ inches, 83.10 miles.

*Telegraph:* 82.10 miles of line and 147.70 miles wire owned by Western Union Telegraph Company and operated jointly with this Company.

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BEAVERTON & WILLSBURG RAILROAD COMPANY.

Organized November 6, 1906, under the laws of Oregon.

*Directors:* R. Blaisdell, W. W. Cotton, J. P. O'Brien, C. G. Sutherland, James G. Wilson, all of Portland, Oregon.

*Officers:* President, J. P. O'Brien; Vice-President, C. G. Sutherland; Secretary, L. F. Steel; Treasurer, R. Lea Barnes; Auditor, A. D. McDonald; Chief Engineer, G. W. Boschke.

*Road Owned:* 10.35 miles extending from Beaverton to Willsburg Junction, Oregon, leased to the Oregon & California Railroad Company for \$50,000 per annum, and assigned by that Company to the Southern Pacific Company for operation.

## CAPITALIZATION.

*Capital Stock:* Total par value authorized, \$1,000,000. Par value outstanding, \$750,000 not held by respondent. Total cash realized \$75,000.

*Funded Debt:* First mortgage, 6% bond, par value authorized, \$1,000,000. Par value outstanding, \$750,000 not held by respondent. Interest accrued during the year charged to Income, \$43,000; charged to Construction, \$2,000; total, \$45,000. Amount paid during the year, \$22,500. Total capitalization, \$1,500; per mile of line, \$144,928.

*NOTE.*—In addition to \$75,000 realized from the sale of capital stock, \$675,000 par value of capital stock and \$750,000 par value first mortgage 6% bonds were paid Southern Pacific Company in settlement of indebtedness existing June 30, 1910. Prices on each were not fixed.

## EXPENDITURES FOR ROAD AND EQUIPMENT, TO JUNE 30, 1911.

Road, \$1,037,719.06; general expenditures, \$73,671.55; total, \$1,111,380.61; cost per mile of line, \$107,380.74.

*Income Account:* Gross income from lease of road, \$47,777.78; deductions, interest accrued on funded debt, \$43,000; net corporate income, for the year, carried to credit of profit and loss, \$4,777.78.

## GENERAL BALANCE SHEET.

*Assets:* Road and equipment, \$1,111,390.61; working assets, \$2,676.17; unextinguished discount on capital stock, \$499,464.04; grand total \$1,613,530.82.

*Liabilities:* Capital stock, common, \$750,000; funded debt, \$750,000; working liabilities, \$108,753.04; surplus, \$4,777.78; total, \$1,613,530.82.

## CALIFORNIA NORTHEASTERN RAILWAY COMPANY.

Organized July 6, 1905, under the Laws of California. Operated by the Southern Pacific Company.

*Directors:* E. E. Calvin, Wm. F. Herrin, E. O. McCormick, C. H. Redington, W. R. Scott, all of San Francisco, Calif.

*Officers:* President, E. E. Calvin; Vice-President, Wm. F. Herrin; Secretary, G. L. King; Treasurer, C. H. Redington; Auditor, A. D. McDonald; Chief Engineer, Wm. Hood.

*Mileage of Line Owned:* Main line, California, 67.45 miles; Oregon 18.65 miles; total, 86.10 miles, extending from Weed, Calif., to Klamath Falls, Oregon. Leased to Central Pacific Railway Company for 6% per annum on cost of constructed road, and assigned for operation to the Southern Pacific Company.

*Capitalization—Capital Stock:* Total par value authorized, outstanding, not held by respondent, \$5,400,000; issued in consideration of Southern Pacific Company advancing money to complete and equip the road. No funded debt authorized. Capitalization per mile of line, \$62.718.

*Expenditures for Additions and Betterments During the Year:* Entire line, \$51,454.71; State of Oregon, \$11,145.54.

*Expenditures for New Lines and Extensions During the Year:* Entire line, \$197,986.67; State of Oregon, \$42,885.61; total cost, road and equipment to June 30, 1911, entire line, \$5,161,926.01; cost per mile of line, \$59,952.68; State of Oregon, total cost, \$1,117,670.52; per mile of line, \$59,928.71.

*Income Accounts:* Gross income from lease of road, \$303,538.70; deductions from income for interest, \$303,538.70.

*Profit and Loss Account:* Debit, balance June 30, 1910, \$1,070.46; credit, unclaimed wages, \$21.15; deficit, \$1,049.31; total, \$1,070.46.

*General Balance Sheet—Assets:* Road and equipment, \$5,161,926.01; working assets, \$9,808.86; deficit, \$1,049.31; grand total, \$5,172,784.18.

*Liabilities:* Capital stock, \$5,400,000; advances for construction purposes by Southern Pacific, \$5,201,491.23; grand total, \$10,601,491.23.

NOTE.—Of the liabilities above stated, \$5,428,707.05 is offset by contingent asset through agreement with Southern Pacific Company of July 29, 1905.

## CENTRAL RAILROAD OF OREGON.

Organized March 22, 1909, under the laws of the State of Maine.

*Directors:* Edwin Wilcock, Boston, Mass., V. T. Hammer, Brandford, Conn.; R. H. England, Rochester, N. Y.; D. R. Alling, New Haven, Conn.; Chas. E. Graham, New Haven, Conn.

*Officers:* President, Edwin Wilcock; Vice-President, V. T. Hammer; Vice-President and General Manager, R. H. England; Secretary and Treasurer, Chas. E. Graham; Auditor, G. F. A. and G. P. A., R. A. Clarke.

*Lines Owned and Operated:* Union Junction, Oregon, to Union, Oregon, 2.10 miles; Valley Junction to Cove, Oregon, 10.36 miles; sidings and spurs, 1.11 miles; total, 13.57 miles.

*Income Account:* Operating revenue, \$22,959.91; operating expenses, \$18,901.54; net operating revenue, \$4,058.37.

Taxes accrued, \$1,559.03; operating income, \$2,499.34.

*Operating Revenues:* Freight, \$12,370.11; passenger, \$6,619.60; mail, \$639.01; express \$3,192.16; total revenue from transportation, \$22,821.54; revenue from operations other than transportation, \$138.37; total operating revenue, \$22,959.91.

*Operating Expenses:* Maintenance of way and structures, \$1,595.07; maintenance of equipment, \$1,489.61; traffic expenses, \$1,426.20; transportation expenses; \$8,838.49; general expenses, \$5,552.17; total, \$18,901.54.

Ratio of operating revenues to operating expenses, 82.32 per cent.

## GENERAL BALANCE SHEET.

*Assets:* Cost of road and equipment, \$225,250; working assets, \$1,638.60; deferred debit item (construction account) \$3,000; total \$229,888.60.

*Liabilities:* Obligations for advances, received for construction, equipment and betterment, \$225,748.65; bills payable, \$654.96; surplus \$3,484.99; total \$229,888.60.

*Employes and Salaries:* General officers, 2; clerks, 1; enginemen, 2; firemen, 1; conductors, 2; carpenters, 1; section foreman, 1; other trackmen, 2; all other employes 8; total 20; total yearly compensation, \$10,920.50.

*Freight Traffic Movement in Tons:* Products of agriculture, grain, 2,144; flour, 1,688; hay, 868; fruit and vegetables, 4,182; total 8,882.

Products of animals, livestock, 281.

Products of mines: Bituminous coal, 82; stone, sand and other like articles, 321; total, 403.

Products of forest, lumber, 9,463.

Manufactures, petroleum and other oil, 22; sugar, 182; other castings and machinery, 60; cement, brick and lime, 820; agriculture implements, 60; wines, liquors and beers, 42; household goods, 48; total, 1,234.

Merchandise, 1,846; miscellaneous, 1,535.

Total tonnage, 23,644.

*Description of Equipment:* Locomotives owned 1; leased 1; total in service 2; cars in passenger service, first class 2; combination 1; total 3; cars in freight service, box 2; stock 2; total 4; total cars in service 7; less cars leased 2; total cars owned 5.



*Characteristics of Road:* Alignment, number of curves 18; aggregate length of curved line 2.17 miles; length of straight line 10.29 miles.

*Profile:* Length of level line, 3.71 miles; ascending grades, 11; sum of ascents, 1,699.6 feet; aggregate length of ascending grades, 2.28 miles; descending grades, 14; sum of descents, 902.6 feet; aggregate length of descending grades, 6.47 miles.

*Telegraph:* 2.10 miles line and wire owned and operated by this company; 2.10 miles line and wire operated by Western Union Telegraph Company.

## COLUMBIA RIVER & OREGON CENTRAL RAILROAD COMPANY.

Effective at midnight December 23, 1910, all property of this company, together with all rights and franchises appertaining thereto, were conveyed to the Oregon-Washington Railroad & Navigation Company. The Columbia River & Oregon Central Railroad Company thereupon retired its outstanding bonds, satisfied its mortgage, liquidated its affairs and on May 13, 1911, after due process of law, the corporation was dissolved.

Organized August 21, 1903, under the laws of Oregon.

*Directors:* J. P. O'Brien, C. G. Sutherland, J. G. Wilson, Portland, Oregon.

*Officers:* President, J. P. O'Brien; Vice-President, C. G. Sutherland; Secretary, L. F. Steel; Treasurer, R. Lea Barnes; Auditor, R. Blaisdell; Chief Engineer, G. W. Boschke.

Line owned, 45.31 miles extending from Arlington to Condon, Oregon; leased to The Oregon Railroad & Navigation Company for semi-annual rental of \$22,000 plus interest of 6% per annum on additional expenditures for additions and betterments. Lease expired with the sale of this property to the O.-W. R. & N. Company December 23, 1910.

### CAPITALIZATION.

Total par value outstanding, \$50,000, which amount was realized in cash. Dividends declared during the year, \$19,159.50.

The capital stock of this company was liquidated under date of February 28, 1911, certificates being returned to the Secretary and cancelled on or about May 23, 1911. The dividends reported represent final distribution of the assets to the stockholders after liquidating the stock and all other liabilities of record.

*Funded Debt:* Total par value outstanding December 23, 1910, \$894,000 not held by respondent. The above was issued for cash and total par value realized in cash. Interest accrued and paid July 1st, to December 23d (date of retirement of bonds) \$25,666.45.

Total capitalization, par value outstanding December 23, 1910, \$944,000 per mile of line, \$20,834.

*Expenditures during the Year Charged to Capital Account:* Road, \$1,951.26. Total to December 23, 1910, road \$715,797.28; equipment, \$219,419.02; general expenditures, \$13,273.79; grand total, \$948,490.09; cost per mile of line, \$20,933.35.

*Income Account:* Gross income from lease of road (July 1st to December 23, 1910) \$28,652.54. Taxes accrued, \$516.51; net income from lease of road, \$28,136.03; interest accrued on funded debt, \$25,666.45;

other interests, \$130; total deductions from gross corporate income, \$25,796.45; net corporate income for year carried to the credit of profit and loss, \$2,339.58.

*Profit and Loss Account*—Debit: Balance June 30, 1910, \$35,176.50; final dividend on common stock \$19,159.50. Total \$54,336.00.

*Credit*: Balance for year brought forward from income \$2,339.58; profit from sale of property \$1,509.91; liquidation of capital stock, \$50,000. Balance deficit carried to general balance sheet \$486.51. This amount represents United States corporation tax paid by the Union Pacific Railroad Company for account of the Columbia River & Oregon Central Railroad Company subsequent to the date final dividend was declared.

## COLUMBIA SOUTHERN RAILWAY COMPANY.

Effective at midnight, December 23, 1910, all property of this Company, together with all rights and franchises appertaining thereto, were conveyed to the Oregon-Washington Railroad & Navigation Company. The Columbia Southern Railway Company thereupon retired its outstanding bonds, satisfied its mortgage, liquidated its affairs and on May 13, 1911, after due process of law, the Company was dissolved.

Organized March 4, 1897, under the laws of Oregon.

*Directors*: J. P. O'Brien, W. W. Cotton, C. G. Sutherland, J. G. Wilson, L. F. Steel, all of Portland, Oregon.

*Officers*: President, J. P. O'Brien; Vice-President, W. W. Cotton; Secretary, L. F. Steel; Treasurer, R. Lea Barnes; Auditor, R. Blaisdell; Chief Engineer, G. W. Boschke.

*Line Owned*: 69.46 miles, extending from Biggs, Oregon to Shaniko, Oregon, leased to The Oregon Railroad & Navigation Company, consideration semi-annual rental \$23,000 plus interest rental of 6% per annum on additional expenditures for additions and betterments. Lease expired with the sale of this property to the O.-W. R. & N. Company, December 23, 1910.

## CAPITALIZATION.

Total par value outstanding \$300,000 issued for right of way and station grounds. Total par value not held by respondent \$300,000. Dividends declared during the year, \$81,706.49.

The capital stock of this Company was liquidated on the date of February 28, 1911, the certificates being returned to the Secretary and cancelled on or about May 23, 1911.

The dividends reported represent final distribution of the assets of the Company to the stockholders after liquidating the stock and all other liabilities of record.

*FUNDED DEBT*: Total par value outstanding, \$700,000 not held by respondent. Cash realized \$630,000. Interest accrued and paid, July 1st to December 23, 1910, (date of retirement of bonds) \$16,747.32.

*Total Capitalization*: Par value outstanding, December 23, 1910, \$1,000,000; per mile of line, \$14.397.

*Expenditures during the Year Charged to Capital Account*: Road, \$1,319.97. Total cost to December 23, 1910: Road, \$1,045,503.33. Equipment, \$23,701.59. Total \$1,069,204.92. Per mile of road, \$15,393.10.

*Income Account:* Gross income from lease of road, (July 1st to December 23, 1910) \$27,130.95. Taxes accrued \$447.28.

Maintenance of organization, \$204.50. Net income from lease of road, \$26,479.17. Interest accrued in funded debt, \$16,747.32.; other interests \$191.20. Total deductions from gross corporate income, \$16,938.52. Net corporate income for the year carried to the credit of profit and loss, \$9,540.65.

*Profit and Loss—Credit:* Balance June 30, 1910, \$66,023.48. Balance for year brought forward from income account, \$9,540.65. Profit from sale of property to the O.-W. R. & N. Company, \$5,795.08. Deficit June 30, 1911, \$347.28. Total \$81,706.49. (Deficit represents United States corporation tax paid by the Union Pacific Railroad Company, for account of the Columbia Southern Pacific Railroad Company, for account of the Columbia Southern Railway Company subsequent to the date final dividend was declared.)

Debit: Final dividend on common stock \$81,706.49.

## COOS BAY, ROSEBURG & EASTERN RAILROAD & NAVIGATION COMPANY.

Organized June 19, 1890, under the laws of Oregon.

*Directors:* E. E. Calvin, G. L. King, Wm. F. Herrin, Wm. Hood, W. R. Scott, C. H. Redington, San Francisco, Cal.; C. J. Millis, Marshfield, Oregon.

*Officers:* President, E. E. Calvin; Vice-president, C. J. Millis; Secretary, Geo. L. King; Treasurer, C. H. Redington; Chief Counsel, Wm. F. Herrin; Auditor, A. D. McDonald; Chief Engineer, Wm. Hood; Freight Traffic Manager, H. A. Jones; General Freight Agent, G. W. Luce; Passenger Traffic Manager, C. S. Fee.

*Road Owned and Operated—Main line:* Marshfield to Myrtle Point, Oregon, 25.83 miles.

Branches and spurs, Beaver Hill Junction to Beaver Hill, Oregon, 1.83 miles.

Total mileage operated, single track, 27.66.

Miles of yard track and siding, 6.10; total mileage operated, all tracks, 33.76.

Line owned, not operated, 1.62 miles of branch lines.

### CAPITALIZATION.

*Capital Stock—Common:* Total par value authorized, \$2,000,000; total par value outstanding, not held by respondent, \$2,000,000; total issued for road and equipment.

*Funded Debt:* First mortgage 6% gold bonds; total par value authorized, \$2,500,000; total par value outstanding, not held by respondent, \$625,000; interest accrued during the year, \$37,500; amount paid during the year none.

Outstanding funded debt was issued for road and equipment.

Total capitalization, par value outstanding, \$2,625,000, all assigned to railways.

Capitalization per mile of line, \$89,652.00.

*Expenditures for Road and Equipment:* To June 30, 1911, \$2,706,734.48; cost per mile of line, \$92,443.12.

*Income Account:* Operating revenues, \$99,438.66; operating expenses, \$73,763.59; net operating revenue, \$25,675.07; taxes accrued, \$3,936.58; operating income, \$21,738.49; other income, \$12.00; gross corporate income, \$21,750.49.

*Deductions:* Interest on funded debt, \$37,500; other interest \$787.51; total deductions, \$38,287.51; net corporate loss carried to debit of profit and loss, \$16,537.02.

*Profit and Loss*—Debit: Balance June 30, 1910, \$81,372.25; deficit for the year from income account, \$16,537.02; property abandoned, \$969.95; uncollectible accounts, \$57.27; total, \$98,936.49.

Credit: Drawback checks and wages unclaimed, \$72.60; deficit June 30, 1911, \$98,863.89; total, \$98,936.49.

*Operating Revenues*—State of Oregon and entire line: Revenue from transportation, freight, \$58,501.32; passenger, \$33,445.25; excess baggage, \$946.30; mail, \$2,375.83; express, \$536.45; total passenger service train revenue, \$37,303.83.

Switching revenue, \$12.50.

Special service train revenue, \$700.

Total revenue from transportation, \$96,517.65.

Revenue from operations other than transportation: Station and train privileges, \$1.05; storage, freight, \$2.21; telegraph and telephone service, \$2,482.18; miscellaneous, \$435.57; total revenue from operations other than transportation, \$2,921.01.

Total operating revenue, State and entire line, \$99,438.66.

NOTE.—All traffic handled by this road was assigned to intrastate.

*Operating Expenses:* Maintenance of way and structures, \$24,976.14; maintenance of equipment, \$15,629.39; traffic expenses, \$387.93; transportation expenses, \$26,248.41; general expenses, \$6,521.72; total operating expenses, \$73,763.59.

Ratio of operating expenses to operating revenues, 74.18 per cent.

*General Balance Sheet*—Assets: Road and equipment, \$2,706,734.48; working assets, \$48,091.44; deferred debit items, \$497.14; deficit, \$98,863.89; grand total, \$2,854,186.95.

Liabilities: Capital stock, common, \$2,000,000; first mortgage bonds, \$625,000; traffic and car service balances, \$669.09; vouchers and wages unpaid, \$8,030.14; miscellaneous accounts payable, \$35.50; matured interest unpaid, \$187,500; advances by Southern Pacific Company, \$20,679.88; total, \$216,914.61.

Accrued liabilities not due, interest, \$9,375; taxes, \$2,897.34; total, \$12,272.34; grand total, \$2,854,186.95.

## EMPLOYEES AND SALARIES—STATE OF OREGON.

Class	Number	Total yearly compensation	Average daily compensation
General officers .....	2	\$ 8,735 11	\$ 5 88
Other officers .....	4	6,450 00	4 25
General office clerks .....	4	413 16	2 29
Station agents .....	3	2,847 50	2 60
Other stationmen .....	4	3,012 62	1 90
Enginemen .....	2	2,161 90	4 41
Firemen .....	2	1,489 11	3 04
Conductors .....	1	1,495 82	3 35
Other trainmen .....	5	2,353 78	2 45
Machinists .....	7	5,651 80	2 87
Carpenters .....	2	2,623 00	3 24
Other shopmen .....	5	5,456 44	3 24
Section foremen .....	5	4,228 87	2 84
Other trackmen .....	18	9,724 50	2 04
Switch tenders, crossing tenders and watchmen .....	1	600 83	1 64
Telegraph operators and dispatchers .....	1	1,500 00	4 11
All other employees and laborers .....	-----	42 62	2 37
Total (including general officers) .....	62	\$ 58,798 06	2 80
Total (excluding general officers) .....	60	\$ 50,067 95	2 70

### TRAFFIC AND MILEAGE STATISTICS—STATE OF OREGON AND ENTIRE LINE.

*Passenger Traffic:* Number of passengers carried earning revenue, 59,411; passengers carried one mile, 824,839; one mile per mile of road, 29,821; average distance carried, 13.88 miles.

Total passenger revenue, \$33,445.25; received from each passenger, \$.56295; per passenger per mile, \$.04055.

Total passenger service train revenue, \$37,303.83; per mile of road, \$1,348.66; per train mile, \$1.13721.

*Freight Traffic:* Number of tons carried of freight earning revenue, 103,542; carried one mile, 1,624,458; one mile per mile of road, 58,730; average distance hauled one ton, 15.69 miles.

Total freight revenue, 58,501.32; received for each ton of freight, \$.56500; per ton per mile, \$.03601; per mile of road, \$2,115.02; per train mile, \$1.47284.

*Total Traffic:* Operating revenues, \$99,438.66; per mile of road, \$3,595.03; per train mile, \$2.46367.

Operating expenses, \$73,763.59; per mile of road, \$2,666.80; per train mile, \$1.82755.

Net operating revenue, \$25,675.07; per mile of road, \$928.24.

Average number of passengers per car mile, 12; per train mile, 25.

Average number passenger cars per train mile, 2.01; average number tons of freight per loaded car mile, 13.53; average number tons of freight per train mile, 40.90; average number of freight cars per train mile, 5.32; average number loaded cars per train mile, 3.02; average number empty cars per train mile, 2.12.

Average mileage operated during the year, 27.66.

*Locomotive Mileage*—Revenue service: Freight, 7,145; passengers, 228; mixed, 32,575; special, 414; switching, 11,834; total revenue locomotive mileage, 52,196.

Non-revenue service locomotive miles, 3,209.

*Car Mileage*—Revenue service: Loaded, 120,095; empty, 84,319; caboose, 7,059; total freight car miles, 211,473; passenger, 66,086; special, 996.

Total revenue car mileage, 278,555.

Non-revenue service car miles, 6,455.

*Train Mileage*—Revenue service: Freight, 7,145; passenger, 228; mixed, 32,575; special, 414; total, 40,362.

Non-revenue service train miles, 3,209.

### FREIGHT TRAFFIC MOVEMENT IN TONS—ENTIRE LINE AND STATE OF OREGON.

*Products of Agriculture:* Grain, 270; hay, 31; fruit and vegetables, 20; total, 321.

*Products of Animals:* Livestock, 510; poultry, game and fish, 212; total, 722.

*Products of Mines:* Bituminous coal, 18,097; stone, sand and other like articles, 1,040; total, 19,137.

*Products of Forest:* Lumber, 74,310; other products of forest, 10; total, 74,320.

*Manufactures:* Iron and steel rails, 54; other castings and machinery, 169; cement, brick, and lime, 90; other manufactures, 168; total, 481.

Merchandise and miscellaneous, 8,561.

Total freight tonnage, 103,542.

**NOTE.**—All freight handled by this company is assigned to intrastate traffic.

*Description of Equipment:* Locomotives, passenger, 3; freight, 2; total, 5.

Cars in passenger service—first class, 2; combination, 1; total, 3.

Cars in freight service—box, 10; flat, 149; stock, 2; coal, 20; total, 181.

Cars in company service—gravel, 7; caboose, 3; others, 2; total, 12.

Total cars in service and owned, 196.

*New Ties Laid During the Year:* Fir and white cedar, 3,224; average price at distributing point, \$.337.

*Characteristics of Road—Alignment:* Number of curves, 126; aggregate length of curved line, 8.74 miles; length of straight line, 18.92 miles; total length of line, 27.66 miles.

*Profile:* Length of level line, 14.89 miles.

Ascending grades, 36; sum of ascents, 243.5 feet; aggregate length of ascending grades, 7.87 miles.

Descending grades, 31; sum of descents, 214.2; aggregate length of descending grades, 4.90 miles.

Bridges: Wooden, 2; aggregate length 205 feet.

Trestles, 42; aggregate length, 10,637; gauge of track, 4 feet 8½ inches; 27.66 miles.

Telephone line: Miles of line, 27.34; miles of wire, 27.34. In addition the Western Union Telegraph Company operates 4.5 miles of line and wire.

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## CORVALLIS & ALSEA RIVER RAILWAY COMPANY.

Organized July 19, 1907, under the laws of Oregon.

*Directors:* Stephen Carver, Corvallis, Oregon; A. B. Winfree, Lillian B. Powers, Nellie B. Carver, Lida Summers, W. A. Johnson, W. C. McCulloch, all of Portland, Oregon.

*Officers:* Chairman of the Board and President, Stephen Carver; Secretary and Treasurer, Geo. Clarke; Attorneys, McFadden and Bryson; Auditor, J. L. Sprinkle; Chief Engineer, Floyd E. Bogue.

*Road Owned and Operated:* Corvallis to Glenbrooke, Oregon, 22 miles; Alsea Junction to Monroe, Oregon, 2 miles; Bailey Junction to track end, 7 miles; total 31 miles.

### CAPITALIZATION.

*Capital Stock, Common:* Number of shares, authorized 1500; par value \$100 per share; total par value authorized, \$150,000; outstanding not held by respondent, \$81,000; receipts outstanding for installments paid \$8,540; issued for cash, during the year, 18 shares; cash realized, \$1,800; total number of shares outstanding 810; total cash realized, \$81,000.

*Funded Debt:* 7% mortgage bonds, maturing February 18, 1918, total par value authorized, \$150,000; par value outstanding, \$50,000; par value held by respondent, \$500; not held by respondent, \$49,500; interest accrued and paid during the year, \$4,007.50; equipment trust obligation, \$650.

Total capitalization par value outstanding, \$140,190; per mile of line, \$4,522.

*Expenditures During the Year:* Road, \$42,320.71; equipment, \$325.00; general expenditures, \$20,011.68; total \$63,657.39.

Total expenditures for road and equipment to June 30, 1911: Road, \$236,599.21; equipment, \$24,038.17; general expenditures, \$27,555.68; total, \$288,193.06; per mile of line, \$9,296.55.

*Operating Revenues:* Freight, \$14,691.89; passenger, \$572.20; total, \$15,264.09.

*Operating Expenses:* Maintenance of way and structures, \$335.43; maintenance of equipment, \$2,064.13; transportation expenses, \$5,377.44; general expenses, \$15,911.74; total operating expenses, \$23,588.74.

Net operating deficit has been charged to construction.

### EMPLOYEES AND SALARIES.

Class	Num- ber	Total yearly compensa- tion	Average daily compensa- tion
General officers .....	1	\$ 1,800	\$ 5 00
Station agents .....	1	600	1 67
Enginemen .....	2	1,800	3 00
Firemen .....	1	600	2 00
Section foreman .....	1	600	2 00
Other trackmen .....	4	2,400	2 00
Total (including general officers) .....	10	\$ 7,800	\$ 2 41
Total (excluding general officers) .....	9	\$ 6,000	\$ 2 17

### FREIGHT TRAFFIC MOVEMENT IN TONS.

*Products of Agriculture:* Grain, 1,291; flour, 317; other mill products, 18; hay, 239; fruit and vegetables, 37; other products of agriculture 6; total, 1,908.

*Products of Animals:* Poultry, game and fish, 1; wool, 5; other products of animals, 1; total, 7.

*Products of Mines:* Stone, sand and other like articles, 395; other products of mines, 1; total, 396.

*Products of Forest:* Lumber, 794; other products of forests, 15,639; total, 16,433.

*Manufactures:* Petroleum and other oil, 10; sugar, 3; other castings and machinery, 27; cement, brick and lime, 28; agriculture implements, 27; household goods and furniture, 91; other manufactures, 31; total, 217. Merchandise, 424; miscellaneous, 28.

Total tonnage, 19,413.

NOTE.—Since the close of the fiscal year ending June, 30, 1911, this property has been purchased by the Portland, Eugene & Eastern Railway Company.

## CORVALLIS &amp; EASTERN RAILROAD COMPANY.

Organized December 13, 1897, under the laws of Oregon.

*Directors:* J. P. O'Brien, Portland, Oregon; J. K. Weatherford, Albany, Oregon; James G. Wilson, Portland, Oregon.

*Officers:* President and General Manager, J. P. O'Brien; Vice-president, J. K. Weatherford; Secretary, James G. Wilson; Treasurer, C. H. Redington; General Counsel, W. W. Cotton; Auditor, A. D. McDonald; Chief Engineer, G. W. Boschke; Traffic Manager, R. B. Miller; General Freight Agent, F. W. Robinson; General Passenger Agent, Wm. McMurray.

*Mileage of Road Owned and Operated:* Main line, single track, between Yaquina and Hoover, Oregon, 140.58 miles; yard track and sidings, 13.77 miles; total mileage operated, all tracks, 154.35.

Constructed during the year: Yard track and siding, .26 miles.

## CAPITALIZATION.

*Capital Stock:* Common, authorized, par value, \$2,500,000; par value outstanding not held by respondent, \$1,410,000.

*Funded Debt:* First mortgage 4% bonds, total par value authorized outstanding, not held by respondent, \$2,115,000; interest accrued during the year, \$84,600; amount paid during the year, \$592,200.

Total capitalization, par value outstanding, \$3,525,000 assigned to railways; amount per mile of line, \$25,075.

First mortgage bonds, par value, \$705,000, were issued for cash; total cash realized, \$599,250. Records do not show for what purpose other securities were issued, but the amount has been assigned to "Issued for road and equipment." Total cash realized is not ascertainable.

*Expenditures for Additions and Betterments During the Year:* \$40,923.16; total cost to June 30, 1911, road, \$3,020,444.32; equipment, \$181, 449. 75; total, \$3,201,898.07; cost per mile of line, \$22,776.34.

*Income Account:* Operating revenues, \$335,959.53; operating expenses, \$261,157.56; net operating revenue, \$74,801.97; taxes accrued, \$20,501.51; operating income, \$54,300.46; other income, \$2,538.19.

Gross corporate income, \$56,838.65.

*Deductions:* Hire of equipment, balance, \$13,288.44; joint facilities, \$202.68; interest on funded debt, \$84,600; extinguishment of discount on securities, \$4,230; total, \$102,321.12; net corporate loss for year carried to debit of profit and loss, \$45,482.47.

*Profit and Loss—Debit:* Balance June 30, 1910, \$158,559.69; deficit for year from income account, \$45,482.47; property abandoned, \$954.04; miscellaneous, \$74.82; total, \$205,071.02.

*Credit:* Accounts written off, unclaimed pay check, \$73.79; drawback checks not presented, \$70.50; general passenger agent's drafts not presented, \$1.64; deficit June 30, 1911, \$204,925.09; total, \$205,071.02.



## OPERATING REVENUES—STATE OF OREGON.

Account	Intrastate revenue	Interstate revenues as- signed to State	Total revenues
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight.....	\$ 187,298 92	\$ 31,984 42	\$ 169,283 34
Passenger.....	142,624 62	1,000 77	143,625 39
Excess baggage.....	1,215 64	12 87	1,228 01
Mail.....	8,620 65		8,620 65
Express.....	9,210 44		9,210 44
Other passenger train revenue.....	58 07		58 07
Total passenger service train revenue.....	\$ 161,629 32	\$ 1,013 14	\$ 162,642 46
Switching revenue.....	99 16		99 16
Special service train revenue.....	15 00		15 00
Miscellaneous.....	23 25		23 25
Total revenue from transportation.....	\$ 299,055 65	\$ 82,947 56	\$ 382,003 21
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Station and train privileges.....	210 36		210 36
Parcel room receipts.....	103 27		103 27
Storage freight.....	32 38		32 38
Storage baggage.....	95 40		95 40
Car service.....	1,029 30		1,029 30
Telegraph and telephone service.....	1,699 20		1,699 20
Rent of buildings and other property.....	73 10		73 10
Miscellaneous.....	713 31		713 31
Total revenue from operations other than transportation.....	\$ 8,956 32		\$ 8,956 32
Total operating revenues State and entire line.....	\$ 308,011 97	\$ 82,947 56	\$ 385,959 53

*Operating Expenses:* Maintenance of way and structures, \$127,225.92; maintenance of equipment \$25,880.62; traffic expenses \$5,760.56; transportation expenses \$89,066.67; general expenses, \$13,223.79; total, \$261,157.56.

Ratio of operating expenses to operating revenues, 77.73 per cent.

## GENERAL BALANCE SHEET.

<b>Assets:</b>	
Road and equipment .....	\$ 3,201,898.07
Working assets .....	114,479.13
Deferred debit items:	
Rents and insurance paid in advance.....	\$ 54.55
Unextinguished discount on funded debt....	100,815.00
Other deferred debit items .....	2,556.70
	103,426.25
Profit and Loss: Deficit .....	204,925.09
Grand total .....	\$3,624,728.54

## Liabilities:

Capital stock, common .....	\$ 1,410,000.00
First mortgage bonds .....	2,115,000.00
Working liabilities .....	37,718.90
Unmatured interest .....	35,250.00
Taxes accrued .....	10,132.46
*Operating reserve .....	16,459.50
Other deferred credit items .....	167.68

Grand total .....\$3,624,728.54

\*This account represents equipment replacement fund; will be adjusted in subsequent year's report.

## EMPLOYEES AND SALARIES—STATE OF OREGON.

Class	Num- ber	Total yearly compensa- tion	Average daily compensa- tion
General officers .....	1	\$ 2,400 00	\$ 6 58
Other officers .....	3	3,080 00	3 20
General office clerks .....	2	1,706 81	2 11
Station agents .....	19	5,443 47	1 89
Other stationmen .....	11	4,989 50	1 72
Enginemen .....	9	10,474 99	4 54
Fireman .....	9	6,979 16	3 12
Conductors .....	8	8,518 25	3 91
Other trainmen .....	11	8,896 31	3 02
Machinists .....	18	12,327 98	3 12
Carpenters .....	31	25,826 66	2 87
Other shopmen .....	30	14,673 98	2 31
Section foremen .....	15	11,388 96	2 11
Other trackmen .....	123	50,407 53	1 61
Switch tenders, crossing tenders and watchmen .....	5	3,137 29	1 72
Telegraph operators and dispatchers .....	2	1,165 06	2 08
All other employees and laborers .....	5	6,449 44	1 93
Total (including general officers) .....	296	\$ 177,815 39	\$ 2 24
Total (excluding general officers) .....	295	\$ 175,415 39	\$ 2 22

## TRAFFIC AND MILEAGE STATISTICS—OREGON AND ENTIRE LINE.

*Passenger Traffic:* Number passengers carried earning revenue, 184,109; passengers carried one mile, 5,788,140; one mile per mile of road, 41.173; average distance carried, 31.44 miles.

Total passenger revenue, \$143,625.39; average amount received from each passenger, \$.78011; per passenger per mile, \$.02481.

Total passenger service train revenue, \$162,642.46; per mile of road, \$1,156.94; per train mile, \$1.24960.

*Freight Traffic:* Number of tons carried of freight earning revenue, 270,429; tons carried of intrastate freight earning revenue, 187,539; tons carried one mile, 7,589,307; tons carried one mile intrastate, 5,177,575; tons carried one mile per mile of road, 53,986; one mile (intrastate) per mile of road, 36,830; average distance haul of one ton, 28.06 miles; average distance haul one ton intrastate, 27.61.

Total freight revenue, \$169,233.34; total intrastate freight revenue, \$137,298.92; average amount received for each ton of freight, \$.62580;

average amount received for each ton of intrastate freight, \$.73211; average receipts per ton per mile, \$.02240; average receipts per ton per mile 2,244; hay, 1,319; fruit and vegetables, 2,013; other products of agriculture, 1,266; total, 12,405.

Freight revenue per mile of road, \$1,203.82; per train mile, \$1.43036.

*Total Traffic:* Operating revenues, \$335,959.53; per mile of road, \$2,389.81; per train mile, \$1.80836.

Operating expenses, \$261,157.56; per mile of road, \$1,857.71; per train mile, \$1.40573.

Net operating revenue, \$74,801.97; per mile of road, \$532.09.

Average number of passengers per car mile, 22; per train mile, 44; average number passenger cars per train mile, 3.02; average number tons of freight per loaded car mile, 17.13; per train mile, 64.14; average number freight cars per train mile, 6.70; average number loaded cars per train mile, 3.74; average number empty cars per train mile, 2.49.

Average mileage operated during the year, 140.58.

*Locomotive Mileage*—Revenue service: Freight, 56,919; passenger, 69,590; mixed, 62,822; special, 48; switching, 8,848; total revenue locomotive mileage, 198,227.

Non-revenue service, locomotive miles, 21,454.

*Car Mileage*—Revenue service: Freight car, loaded, 442,947; empty, 294,240; caboose, 56,106; total freight car miles, 793,293.

Passenger car miles—passenger, 259,764; other passenger, 133,239; total passenger car miles, 393,003.

Special car miles—freight, loaded, 312; caboose, 24; passenger, 96; total special car miles, 432.

Total revenue car mileage, 1,186,728.

Non-revenue service car miles, 138,465.

*Train Mileage*—Revenue service: Freight, 55,601; passenger, 67,442; mixed, 62,714; special, 24; total revenue train mileage, 185,781.

Non-revenue service train miles, 21,301.

## FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE—IN TONS.

*Products of Agriculture:* Grain, 4,694; flour, 869; other mill products, 2,244; hay, 1,319; fruit and vegetables, 2,013; other products of animals, 777; total, 1,304.

*Products of Animals:* Livestock, 380; poultry, game and fish, 147; other products of animals, 777; total, 1,304.

*Products of Mines:* Bituminous coal, 193; stone, sand and other like articles, 33,262; other products of mines, 806; total, 34,261.

*Products of Forests:* Lumber, 172,284; other products of forest, 29,609; total, 201,893.

*Manufactures:* Iron—pig and bloom, 145; iron and steel rails, 255; other castings and machinery, 996; cement, brick and lime, 6,374; other manufactures, 1,282; total, 9,052.

Merchandise and miscellaneous, 11,514.

Total tonnage, 270,429.

## INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF OREGON.

*Products of Agriculture:* Grain, 1,130; flour, 394; other mill products, 1,861; hay, 1,319; fruit and vegetables, 424; total, 5,128.

*Products of Animals:* Livestock, 139; poultry, game and fish, 60; total, 199.

*Products of Mines:* Bituminous coal, 193; stone, sand and other like articles, 33,262; total, 33,455.

*Products of Forest:* Lumber, 105,491; other products, forest, 29,499; total, 134,990.

*Manufactures:* Iron, pig and bloom, 145; iron and steel rails, 255; other castings and machinery, 531; cement, brick and lime, 2,860; other manufactures, 103; total, 3,894.

Merchandise and miscellaneous, 9,873.

Total tonnage, state, 187,539.

*DESCRIPTION OF EQUIPMENT:* Locomotives, passenger, 4; freight, 6; total, 10. Three of the locomotives in service are leased.

Cars in passenger service: first class, 4; combination, 1; baggage, 3; total, 8.

Cars in freight service: box, 25; flat, 108; total, 133.

Cars in company's service: gravel, 2; derrick, 3; others, 18; total, 23.

Total cars in service and owned, 164.

*NEW TIES LAID DURING YEAR:* Mountain fir, 49,914; average price at distributing point, \$.336.

*CHARACTERISTICS OF ROAD—Alignment:* Number of curves, 520; aggregate length of curved line, 54.25 miles; length of straight line, 86.33 miles; total miles operated, 140.58.

*Profile:* Length of level line, 49.28; ascending grades, 83; sums of ascents, 2,393.8 feet; aggregate length of ascending grades, 67.98 miles.

Descending grades, 54; sum of descents, 828.9 feet; aggregate length of descending grades, 23.32 miles.

Bridges, wooden, 44; aggregate length, 3,051 feet; combination, 2; aggregate length, 434 feet.

Trestles, 237; aggregate length, 38,751 feet.

Tunnels, 3; aggregate length, 2,060 feet.

Gauge of track, 4 feet, 8½ inches; 140.58 miles.

Telegraph: Owned, miles of line and wire, 142, operated by Western Union Telegraph Company.

## DESCHUTES RAILROAD COMPANY.

Date of organization, February 2, 1906. Organized under the laws of the State of Oregon.

*Directors:* J. P. O'Brien, W. A. Robbins, L. F. Steel, J. G. Wilson.

*Officers:* President, J. P. O'Brien; Vice-President, W. A. Robbins; Secretary, J. G. Wilson; Auditor, R. Blaisdell; Chief Engineer, G. W. Boschke.

This Company is controlled by the Oregon Short Line Railroad Company, through advances made for construction of railway line.

*Road leased or otherwise assigned for operation:* Line owned, Des Chutes Junction, Oregon, to North Junction, Oregon, 71.30 miles; South Junction to Madras, Oregon, 18.40 miles; total miles, 89.70 leased to the Oregon-Washington Railroad Company. There has also been assigned to the lessee operating rights under trackage agreement, over 11.30 miles of line, owned by Oregon Trunk Railway Company, extending from North Junction to South Junction. As a consideration for the right to operate property, the lessee assumes all expenses, (except expenses of corporation) including taxes and receives all revenue paying as rental an amount equal to net earnings.

### CAPITALIZATION.

Capital stock, total par value outstanding, \$100,000; no payments have been made on subscriptions therefor. Total capitalization per mile of completed line, \$1,104.

*Expenditures During the Year Charged to Capital Account:* Road, \$1,628,310.83; equipment, \$6,339.85; general expenditures, \$5,710.82; total, \$1,640,361.50.

Total to June 30, 1911: Road, \$5,711,992.07; equipment, \$7,400; general expenditures, \$16,498.65; grand total, \$5,735,890.72; cost per mile of line, \$63,810.05. This average includes expenditures for additional mileage under construction on June 30, 1911. Mileage completed on that date was 90.60 miles.

*Income Account:* Gross income from lease of road, \$2,767.24; which is net balance carried forward to the credit of profit and loss for the year. The balance in profit and loss at the end of fiscal year June 30, 1911, was the same as indicated above, all interest payments having been charged to general expenditures under construction account.

*General Balance Sheet*—Road and equipment: \$5,735,890.72; working assets, including unpaid subscriptions on stock, \$108,616.27; deferred debit items, \$13,889.96; total, \$5,858,396.95.

*Liabilities:* Capital stock, common, \$100,000; obligations, for advances, received for construction from Oregon Short Line Railroad Company, \$5,647,606.23; working liabilities, \$108,023.48; surplus, \$2,767.24; total, \$5,858,396.95.

*Contracts and Agreements:* Agreement dated May 17, 1910, expiring 999 years from date of execution, granting the Des Chutes Railroad Company equal operating rights over lines of the Oregon Trunk Railroad Company, extending from North Junction to South Junction, Oregon.

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### GREAT SOUTHERN RAILROAD COMPANY.

Organized June 2, 1908, under the laws of Oregon.

*Directors:* John Heimrich, J. L. Meier, Geo. W. Joseph, all of Portland, Oregon; J. G. Heimrich, The Dalles, Oregon; S. A. Hull, Seattle, Washington.

*Officers:* Chairman of the Board and President, John Heimrich; Vice-President, John L. Meier; Secretary and Attorney, Geo. W. Joseph; Auditor, J. H. Lynch; General Manager, J. G. Heimrich; Chief Engineer, W. P. Smith.

*Road Operated:* Line owned—Main line, The Dalles to Dufur, 29.67 miles; yard, track and sidings, 3 miles; total mileage operated and owned, all tracks, 32.67.

### CAPITALIZATION.

*Capital Stock:* Common, number of shares authorized, 1,000; par value, \$100 per share; total par value authorized, outstanding not held by respondent, \$100,000. Issued for cash at par.

*Funded Debt:* First mortgage five per cent bonds maturing July 1, 1928, par value authorized, \$5,000,000; outstanding not held by respondent, \$406,000; amount of interest accrued and paid during the year \$20,300. Purpose of issue: Issued for cash, \$406,000; total cash realized \$270,667.

Total capitalization, par value outstanding, \$506,000; amount per mile of line, \$17,054.

*Expenditures for Road and Equipment During the Year:* Road, \$21,973.46; equipment, \$677.18; total, \$22,650.64.

Cost of road and equipment to June 30, 1911, \$514,611.06; less reserve for accrued depreciation on equipment, \$5,947.19; net total, \$508,663.87; cost per mile of line, \$17,144.05.

*INCOME ACCOUNT:* Operating revenue, \$61,526.85; operating expenses, \$28,735.93; net operating revenue, \$32,790.92; outside operations, \$51.05; total net revenue, \$32,841.97; less taxes accrued, \$3,283.66.

Operating income, \$29,558.31; hire of equipment balance, \$515.75; gross corporate income, \$30,074.06.

*Deductions:* Interest accrued on funded debt, \$20,300; extinguishment of discount on securities, \$1,132.18; other deductions, \$728.44; total deductions, \$22,160.62.

Net corporate income for the year carried to profit and loss, \$7,913.44.

*PROFIT AND LOSS—Credit:* Balance June 30, 1910, \$33,835.82; balance for year from income account, \$7,913.44; total, \$41,749.26.

*Debit:* Extinguishment of discount on securities, \$2,264.36; surplus, June 30, 1911, \$39,484.90; total, \$41,749.26.

*Operating Revenues:* Freight, \$42,557.41; passenger, \$15,409.20; excess baggage, \$212.05; mail, \$1,822.68; express, \$560.44; total passenger service train revenue, \$18,004.37; switching revenue, \$558.00; total revenue from transportation, \$61,119.78.

Revenues from operations other than transportation: Storage freight, \$82.67; storage baggage, \$46.90; car service, \$238.00; rents of buildings and other properties, \$39.50; total, \$407.07.

Total operating revenues, \$61,526.85.

(Note—All revenues reported above are considered intrastate.)

*Operating Expenses:* Maintenance of way and structures, \$6,121.40; maintenance of equipment, \$4,106.20; traffic expenses, \$1,110.98; transportation expenses, \$13,998.12; general expenses, \$3,399.23; total operating expenses, \$28,735.93.

Ratio of operating expenses to operating revenues, 46.70 per cent.

### GENERAL BALANCE SHEET.

*Assets:* Road and equipment, \$514,611.06; less reserve for accrued depreciation, \$5,947.19; total, \$508,663.87; working assets, \$18,597.70;

unextinguished discount on funded debt, \$19,247.16; grand total, \$546,508.73.

*Liabilities:* Capital stock, \$100,000; first mortgage bonds, \$406,000; working liabilities, \$30.46; liability on account of property fund, \$993.37; surplus, \$39,484.90; grand total, \$546,508.73.

**DESCRIPTION OF EQUIPMENT:** Locomotives owned and in service, 2; cars in passenger service, first class, 1; combination, 1; total 2.

Cars in freight service, box, 5; flat, 10; stock, 10; total, 25.

Total cars owned and in service, 27.

**CHARACTERISTICS OF ROAD:** Alignment—Number of curves, 143; aggregate length of curve line, 11.05 miles; length of straight line, 18.62 miles.

Profile: Length of level line, 1.90 miles; ascending grades, 139; sum of ascents, 1,212.5 feet; aggregate length of ascending grades, 26.73 miles; descending grades 15; sum of descents, 5.16 feet; aggregate length of descending grades, 1.04 miles.

Bridges: Wooden, 38; aggregate length, 2,107 feet.

Trestles, 1; aggregate length 206 feet.

Overhead highway crossing, 1.

Gauge of track, 4 feet 8½ inches, 29.67 miles.

**NOTE:** Statistics for employes and salaries, traffic and mileage and freight traffic movement not furnished for the reason that records containing information were destroyed by fire.

## GREAT NORTHERN RAILWAY COMPANY.

Organized March 1, 1856, under the laws of Minnesota.

*Directors:* James J. Hill, Frederick Weyerhaeuser, Louis W. Hill, R. I. Farrington, E. Sawyer, R. A. Jackson, Wm. B. Deane, St. Paul, Minn.; E. T. Nichols, Samuel Thorne, New York City.

*Officers:* Chairman of the Board, James J. Hill; President, Louis W. Hill; Vice-Presidents, R. I. Farrington, R. A. Jackson, E. T. Nichols; Secretary and Assistant Treasurer, E. Sawyer; Treasurer and Assistant Secretary, E. T. Nichols; General Solicitor, E. C. Lindley; General Counsel, R. A. Jackson; Comptroller, G. R. Martin; Assistant Comptroller, F. H. Parker; Auditor, F. E. Draper; Assistant Auditor, W. H. Fortier; General Manager, J. M. Gruber; Chief Engineer, A. H. Hogeland; General Superintendents, D. M. Philbin, W. D. Scott, J. H. Taylor, E. L. Brown, W. C. Watrous; Acting General Traffic Manager, W. P. Kenney; General Passenger Agent, S. J. Ellison; Right of Way, Tax and Land Commissioner, James T. Maher.

### ROAD OPERATED.

	In Oregon	Entire line
Line owned—main line.....		6,405.60
Branches and spurs.....		78.25
Line operated, owned by another company—control being secured through stock ownership.....		545.86
Line operated under contract.....	9.75	17.84
Line operated under trackage rights.....	9.75	247.20
	9.75	7,294.25

*Outside Operations:* Sleeping cars owned, parlor and chairs owned, dining cars owned; restaurants, Spokane and Seattle, Wash., Belton Chalet Hotel owned, news stand, Everett, Wash.; grain elevators, Minnesota.

Other properties owned, in states and territories traversed by the lines of this Company, \$4,103,158.36 book value.

*Roads Acquired Through Lease or Other Agreement:* Everett & Cherry Valley Traction Company, 17.84 miles from June 1, 1911; terminates upon 30 days' notice. The Great Northern Railway Company operates a line paying all expense of operations, maintenance and taxes, and taking all revenue.

**NOTE:** The Mississippi Hill City & Western Railway Company also granted right to operate trains between Swan River and Mississippi, Minnesota, in consideration of maintaining the property, the Great Northern Railway Company reserving the privilege of using the line, but this right not availed of during the past year.

*Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement:* Swan River Logging Company, 9.31 miles from November 1, 1909, until the completion of certain logging contracts; consideration, \$150 per month; Lake Whatcom Logging Company, 11.42 miles from November 28, 1906, to November 28, 1916; rental, \$1 per annum, and taxes not to exceed \$250 per year. Also cost of maintaining and keeping tracks in repair.

#### CAPITALIZATION.

*Capital Stock:* Authorized par value, \$210,000,000; outstanding, \$209,953,755; in treasury, \$375; not held by respondent, \$209,953,380; receipts outstanding for installments paid, \$28,120; dividends declared during the year, 7%, \$14,698,416.25.

*Purpose of Issue:* For purchase of railway or other property, number of shares outstanding, 1,792,501.50; issued for acquisition of securities, during the year,  $3\frac{3}{4}$  shares to acquire 3 shares S. P. M. & M. Ry. Co. stock; total number of shares outstanding for acquisition of securities, 307,317.25; total number of shares outstanding, 2,099,818.75.

*Funded Debt:* Total par value outstanding, \$275,556,409.09; in treasury, \$10,005,000; pledged as collateral, \$14,106,000; not held by respondent, \$251,445,409.09; interest accrued during the year, \$9,395,054.46; paid during the year, \$9,320,024.92.

*Purpose of Issue:* Issued for cash, \$45,000,000 par value; cash realized, \$35,000,000; held in Treasury, \$10,000,000; assumed in part payment on purchase of railway or other property, \$122,942,909.09, of which \$108,831,909.09 is in the hands of public, \$5,000 in Company's treasury, and \$14,106,000 held by trustees of mortgage.

*Issues for Acquisition of Securities:* \$107,613,500, in payment for 1,076,135 shares of C. B. & Q. R. R. Co. stock; G. N. Ry. Co. half owner.

Total capitalization, \$485,538,284.09; assigned to railways, \$371,424,784.09; to other properties, \$114,113,500; amount per mile of line, \$52,685.

*Expenditures for Additions and Betterments During the Year:* Entire line, road, \$6,251,672.33; equipment, \$4,216,209.67; total, \$10,467,882.

*Expenditures for New Line or Extensions During Year:* Entire line, road, \$3,899,853.70; general expenditures, \$164,330.93; total, \$4,064,184.63.

Investment to June 30, 1907, road, \$230,947,770.98; equipment, \$44,084,373.57.



Investment since June 30, 1907, road, \$37,801,093.36; equipment, \$15,193,041.93; general expenditures, \$880,035.71.

Total investment to June 30, 1911, \$328,906,315.55; less reserve for accrued depreciation, \$19,581,445.12. Net total, \$309,324,870.43; cost per mile of line, \$47,554.93.

### INCOME ACCOUNT.

<b>OPERATING INCOME:</b>		
Operating revenues.....		\$ 61,214,298 52
Operating expenses.....		37,550,929 39
Net operating revenue.....		\$ 23,663,369 13
<b>OUTSIDE OPERATIONS:</b>		
Revenues.....	\$ 1,199,576 57	
Expenses.....	994,217 43	
Net revenue from outside operations.....		\$ 205,359 14
Total net revenue.....		\$ 23,868,728 27
Taxes accrued.....		\$ 3,298,116 44
Operating income.....		\$ 20,570,611 83
<b>OTHER INCOME:</b>		
Rents accrued from lease of road.....	\$ 1,801 00	
Rent of joint facilities.....	489,083 69	
Hire of equipment—balance.....	96,217 81	
Miscellaneous rents.....	281,205 65	
		\$ 817,258 15
Dividends on stocks owned.....		4,464,123 00
Interest on funded debt owned.....		437,488 54
Interest on loans and accounts.....		2,344,905 19
Miscellaneous income.....		3,449 20
Gross corporate income.....		\$ 23,637,920 91
<b>DEDUCTIONS:</b>		
Joint facilities.....	\$ 698,630 12	
Miscellaneous rents.....	2,557 60	
Separately operated properties—loss.....	63,521 37	
Interest on funded debt.....	9,365,054 46	
Other interest.....	961,408 32	
Total deductions.....		\$ 11,121,166 87
Net corporate income.....		\$ 17,516,754 04
<b>DISPOSITION OF NET INCOME:</b>		
Dividends on stock.....	\$ 14,608,416 25	
Appropriations for additions and betterments held in reserve.....	\$ 2,818,337 79	
		\$ 17,516,754 04

### PROFIT AND LOSS.

*Credit:* Balance June 30, 1910, \$51,171,911.70; additions for the year, collections from shippers in lumber rate cases, \$18,901.27; profits on properties and securities sold, \$227,436.34; accounts assumed by this company upon purchase of the Iowa & G. N. Ry. Co. and Union Terminal Company, of Sioux City, Iowa, \$153,176.73; collections during the year of amounts charged to profit and loss in former years, \$28,000; adjustment of interest to June 30, 1908, upon advances to S. P. & S. Ry. Co., \$164,567.82; S. P., M. & M. Ry. Co. bond retired during the year through operation of sinking fund, \$75,000; miscellaneous, \$454.85; total, \$51,839,448.71.

*Debit:* Extinguishment of discount on securities, \$144,250.

*Deductions for Year:* Loss from operation of Great Northern Steamship Company, \$303,536.41; Northern Steamship Company, \$84,278.30; property abandoned, \$53,069.42; taxes State of Minnesota, adjustment for previous year, \$2,978.03; uncollectible accounts, \$59,675.66; surplus, \$51,191,660.89. Total, \$51,839,448.71.

### OPERATING REVENUES—STATE OF OREGON.

Account	Intrastate revenue	Interstate revenue assigned to State	Total revenue
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight.....		\$ 4,587 54	\$ 4,587 54
Passenger.....	\$ 18 60	\$ 19,109 78	\$ 19,128 38
Excess baggage.....	24	289 74	289 98
Parlor and chair-car.....		459 88	459 88
Express.....		999 21	999 21
Total passenger service train revenue.....	\$ 18 84	\$ 20,808 61	\$ 20,827 45
Total revenue from transportation.....	\$ 18 84	\$ 25,846 15	\$ 25,864 99
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Station and train privileges.....	\$ 252 30		\$ 252 30
Storage, baggage.....	1,175 45		1,175 45
Car service.....	110 00		110 00
Total revenue from operations other than transportation.....	\$ 1,537 75		\$ 1,537 75
Total operating revenues, State.....	\$ 1,556 59	\$ 25,846 15	\$ 26,902 74
Total operating revenues entire line.....			\$61,214,206 52

Securities owned, held for investment, railway companies, Oregon, stock, Spokane, Portland & Seattle Ry. Co., total par value, \$20,000,000. Cost or book value, \$20,000,000.

*Marketable Securities*—Funded Debt: Spokane, Portland & Seattle Ry. Co., \$30,500,000; cost or book value, \$21,350,000.

*Reserves:* Operating reserves, insurance fund, \$619,026.03; special insurance fund, \$59,916.18; elevator sinking fund, \$16,767.67; Superior coal dock renewal fund, \$86,559.48; total, \$782,269.36; reserves from income or surplus, not specifically invested, unexpended fund for betterments and additions, \$4,467,268.09.

*Operating Expenses*—State of Oregon: Maintenance of way and structures, \$2,163.12; maintenance of equipment, \$3,124.73; traffic expenses, \$1,530.92; transportation expenses, \$16,155.03; general expenses, \$1,438.72; total \$24,412.52.

Ratio of operating expenses to operating revenue, 90.74 per cent.

*Operating Expenses*—Entire Line: Maintenance of way and structures, \$9,633,837.19; maintenance of equipment, \$7,677,602.38; traffic expenses, \$1,006,429.06; transportation expenses, \$18,028,712.40; general expenses, \$1,204,348.36; total operating expense, \$37,550,929.39.

Ratio of operating expenses to operating revenue, 61.34 per cent.

*Taxes and Assessments:* Minnesota, \$962,821.97; Wisconsin, \$96,636.93; North Dakota, \$592,246.27; South Dakota, \$62,793.81; Iowa,

\$33,309.90; Montana, \$600,869.80; Idaho, \$53,087.86; Washington, \$718,008.71; Oregon, \$200.15; Manitoba, \$2,541.04; British Columbia, \$64,316.42; U. S. Corporation tax, \$111,283.58. Total \$3,298,116.44.

## GENERAL BALANCE SHEET, JUNE 30, 1911.

ASSETS	
Property investment road and equipment .....	\$ 328,906,815 55
Less reserve for accrued depreciation .....	19,581,446 12
Total .....	\$ 309,324,870 48
Securities owned of proprietary affiliated and controled companies .....	42,868,040 58
Other investments .....	148,896,738 84
Working assets* .....	64,761,071 88
Accrued income not due .....	406,666 67
Deferred debit items .....	8,262,825 47
Grand total .....	\$ 574,615,211 87
LIABILITIES	
Capital stock held by company .....	\$ 875 00
Not held by company .....	209,958,890 00
Receipts outstanding for installments paid .....	28,120 00
	\$ 209,981,875 00
Funded debt, mortgage bond held by company .....	\$ 24,111,000 00
Not held by company .....	143,881,909 09
Funded debt collateral trust bond .....	107,618,500 00
	\$ 275,556,409 09
Working liabilities .....	16,936,648 80
Accrued liabilities not due .....	1,986,348 71
Deferred credit items .....	8,760,943 88
Appropriated surplus—	
Additions to property since June 30, 1907, to income .....	\$ 10,684,057 41
Reserves from income* or surplus not specifically	
invested .....	4,467,268 09
	\$ 15,151,825 50
Surplus .....	51,191,666 89
Grand total .....	\$ 574,615,211 87

\*Note.—Working assets include cash to the amount of \$21,460,917.50.

*Contracts, Agreements, Etc., Affecting Business Entire Road, and Becoming Effective During the Year, Covered by This Report:* Great Northern Express Company effective July 1, 1910, express company is given the use of all railway facilities necessary to the conduct of express business as compensation for which the railway company is to receive 60 per cent of the gross earnings of the express company.

Contract with Montana Western Ry. Co. effective December 12, 1910, granting that company joint use of passenger and freight station and exclusive use of certain tracks at Conrad, Montana, for which said company is to pay \$200 per month rental, and cost of maintenance of the track exclusively used.

Contract with Everett & Cherry Valley Traction Co., dated June 1, 1911, Great Northern Railway Company to operate line from Monroe to Tolt, Wash., paying all expenses of operation, maintenance and taxes and taking all revenue.

## EMPLOYES AND SALARIES.

Total, including general officers, State of Oregon, number on June 30, 1911, 13; salaries for the year, \$16,848.40; average daily compensation, \$3.71.

Total, including general officers entire line, number June 30, 1911, 43,434 employees; total yearly compensation, \$22,524,859.44; average daily compensation, \$2.29.

## TRAFFIC AND MILEAGE STATISTICS—STATE OF OREGON.

*Passenger Traffic:* Number passengers carried earning revenue, 72,754; passengers carried one mile, 642,550; one mile per mile of road, 65,903; average distance carried, 8.83 miles.

Total passenger revenue, \$19,128.38; average amount received from each passenger, \$.26292; per passenger per mile, \$.02977.

Total passenger service train revenue, \$20,837.45; per mile of road, \$2,136.15; per train mile, \$1.11544.

*Freight Traffic:* Number of tons carried of freight earning revenue, 21,097; tons carried one mile, 187,192; tons carried one mile per mile of road, 19,199; average distance haul of one ton, 8.87.

Total freight revenue, \$4,537.54; average amount received for each ton of freight, \$.21508; average receipts per ton per mile, \$.02424.

Freight revenue per mile of road, \$465.39.

*Total Traffic:* Operating revenues, \$26,902.74; per mile of road, \$2,759.26; per train mile, \$1.44081.

Operating expenses, \$24,412.52; per mile of road, \$2,503.85; per train mile, \$1.30744.

Net operating revenue, \$2,490.22; per mile of road, \$255.41.

Average number of passengers per car mile, 11; per train mile, 34; average number passenger cars per train mile, 4.96.

Average mileage operated during the year, 9.75.

*Locomotive Mileage*—Revenue service: Passenger, 18,672; passenger car miles, passenger, 37,603; sleeping, parlor and observation, \$21,850; other passenger, 33,099; total passenger car miles, 92,552.

*Train Mileage*—Revenue service: Passenger, 18,672.

NOTE: No freight mileage statistics are shown above for the reason that the freight train service of this company ends at Vancouver, Wash., and the business from that point to Portland is handled by the Transfer engines and crews of the Spokane, Portland & Seattle R. R. Co. There are no train nor car reports received by this Company for freight movement in the State of Oregon.

## TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

*Passenger Traffic:* Number passengers carried earning revenue, 8,362,189; passengers carried one mile, 590,566,237; one mile per mile of road, 81,540; average distance carried, 7.62 miles.

Total passenger revenue, \$13,422,057.12; average amount received from each passenger, \$1.60509; per passenger per mile, \$.02273.

Total passenger service train revenue, \$17,123,290.10; per mile of road, \$2,364.23; per train mile, \$1.38296.

*Freight Traffic:* Number of tons carried of freight earning revenue, 23,070,655; tons carried one mile, 5,357,747,886; tons carried one mile per mile of road, 739,749; average distance haul of one ton, 232.23 miles.

Total freight revenue, \$43,379,174.12; average amount received for each ton of freight, \$1.88027; average receipts per ton per mile, \$.00810.

Freight revenue per mile of road, \$5,989.40; per train mile, \$4.23888.

*Total Traffic:* Operating revenues, \$61,214,298.52; per mile of road, \$8,451.91; per train mile, \$2,809.12.

Operating expenses, \$37,550,929.39; per mile of road, \$51,184.69; per train mile, \$1.72321.

Net operating revenue, \$23,663,369.13; per mile of road, \$3,267.22.

Average number of passengers per car mile, 14; per train mile, 48; average number passenger cars per train mile, 5.62; average number tons of freight per loaded car mile, 20; per train mile, 523.54; average number freight cars per train mile, 36.49; average number loaded cars per train mile, 26.18; average number empty cars per train mile, 9.36.

Average mileage operated during the year, 7,242.66.

*Locomotive Mileage*—Revenue service: Freight, 10,031,131; passenger, 12,002,251; mixed, 844,456; special, 13,598; switching, 3,901,324. Total, 26,792,760.

None-revenue service, locomotive miles, 1,305,400.

*Car Mileage*—Revenue service: Freight car, loaded, 267,937,807; empty, 95,819,361; caboose, 9,624,558; total freight car miles, 323,381,726.

Passenger car miles: passenger, 24,890,077; sleeping, parlor and observation, 17,294,965; other passenger, 27,340,287; total passenger car miles, 69,525,329.

Special car miles: freight, loaded, 109,738; empty, 2,515; caboose, 9,308; passenger, 3,828; sleeping, parlor and observation, 29,823; other passenger, 1,646; total special car miles, 156,858.

Total revenue car mileage, 443,063,913.

Non-revenue service car mileage, 10,492,726.

*Train Mileage*—Revenue service: Freight, 9,396,993; passenger, 11,545,000; mixed, 836,659; special, 12,631; total revenue train, 21,791,283.

Non-revenue service train miles, 1,280,497.

#### FREIGHT TRAFFIC MOVEMENT—IN TONS—ENTIRE LINE.

*Products of Agriculture:* Grain, 2,336,760; flour, 310,531; other mill products, 148,285; hay, 196,047; tobacco, 416; cotton, 1,984; fruit and vegetables, 223,717; other products of agriculture, 24,108; total, 324,848.

*Products of Animals:* Livestock, 240,702; dressed meats, 24,158; other packing-house products, 4,034; poultry, game and fish, 15,157; wool, 10,944; hides and leather, 4,583; other products of animals, 25,510; total, 325,088.

*Products of Mines:* Anthracite coal, 412,968; bituminous coal, 1,798,793; coke, 139,842; ores, 11,733,126; stone, sand and other like articles, 556,101; other products of mines, 70,754; total, 14,711,584.

*Products of Forests:* Lumber, 1,617,397; other products of forests, 833,449; total, 2,450,846.

*Manufactures:* Petroleum and other oils, 126,117; sugar, 20,866; iron, pig and bloom, 10,207; iron and steel rails, 27,621; other castings and machinery, 117,290; bar and sheet metal, 93,536; cement, brick and lime, 428,802; agricultural implements, 55,842; wagons, carriages, tools, etc., 19,078; wines, liquors and beers, 57,876; household goods and furniture, 25,825; other manufactures, 300,425; total, 1,283,485.

Merchandise, 719,553; miscellaneous, other commodities not mentioned above, 338,251; total tonnage, 23,070,655.

**DESCRIPTION OF EQUIPMENT**—Locomotives: Owned or leased, passenger, 271; freight, 763; switching, 132; electric, passenger, 4; oil motor, 1; total in service, 1,171; less leased, 2; total owned, 1169.

*Cars in Passenger Service:* First class, 369; combination, 44; dining, 47; parlor, 32; sleeping, 194; baggage, express and postal, 285; total, 971.

In freight service, box, 28,676; flat, 3,612; stock, 1,923; coal, 2,374; refrigerator, 1,112; other cars in freight service, 8,404; total, 46,101.

In company service, officer and pay cars, 26; gravel, 548; derrick, 35; caboose, 529; others, 594; total, 1,732.

Total cars in service and owned, 48,804.

### MILEAGE OF ROAD OPERATED—ENTIRE LINE.

	Single track	Second track	Other main track	Yard track and sidings	Total mileage operated
<b>Line owned:</b>					
Main line	6,405.60	178.84	22.38	1,718.25	8,320.02
Branches and spurs	78.25			28.95	105.20
Lines of proprietary companies	545.36			80.55	625.91
Lines operated under contract	17.94			2.06	19.90
Lines operated under trackage rights	247.20				247.20
<b>Total mileage operated</b>	<b>7,294.25</b>	<b>178.84</b>	<b>22.38</b>	<b>1,822.81</b>	<b>9,318.28</b>
New line constructed during year	58.19	86.00		62.81	162.00
<b>Rails:</b>					
Iron and steel	6.71			1,822.81	1,829.52
Steel	7,040.34	178.84	22.38		7,241.51

### MILEAGE OF LINE OPERATED—BY STATE AND TERRITORIES.

	Main line	Branches and spurs	Line operated under trackage rights	Line operated by proprietary companies	Line operated under contract	Total	New construction during year
Wisconsin	37.47		5.88			43.35	
Minnesota	2,061.08	89.35	12.48	1.82		2,114.68	
South Dakota	262.36					262.36	
North Dakota	1,532.75	11.78	19.06			1,563.59	
Iowa	77.86					77.86	
Montana	1,502.06	11.08	14.89			1,527.97	58.19
Idaho	79.66	1.99				81.65	
Washington	852.42	14.10	177.25		17.84	1,061.61	
Oregon			9.75			9.75	
Manitoba			.99	161.22		162.21	
British Columbia			6.90	882.32		889.22	
<b>Total mileage operated</b>	<b>6,405.60</b>	<b>78.25</b>	<b>247.20</b>	<b>545.36</b>	<b>17.84</b>	<b>7,294.25</b>	<b>58.19</b>

### MILEAGE OF LINE OWNED—BY STATES—(Single Track).

	Main line	Branches and spurs	Total mileage owned	New line constructed	Rails	
					Iron	Steel
Wisconsin	37.47		37.47			37.47
Minnesota	2,061.08	48.66	2,109.69		6.71	2,102.98
South Dakota	262.36		262.36			262.36
North Dakota	1,532.75	11.78	1,544.53			1,544.53
Iowa	77.86		77.86			77.86
Montana	1,502.06	11.08	1,513.08	58.19		1,513.08
Idaho	79.66	1.99	81.65			81.65
Washington	852.42	25.52	877.94			877.94
<b>Total mileage owned</b>	<b>6,405.60</b>	<b>98.98</b>	<b>6,504.58</b>	<b>58.19</b>	<b>6.71</b>	<b>6,497.87</b>

## INDEPENDENCE &amp; MONMOUTH RAILWAY COMPANY.

Organized March 23, 1889, under the laws of Oregon.

*Directors:* H. Hirschberg, Independence, Oregon; J. Dornsife, Independence, Oregon; D. W. Sears, Portland, Oregon.

*Officers:* President and Chairman of the Board, H. Hirschberg; Vice-President, D. W. Sears; Treasurer and General Manager, H. Hirschberg; General Superintendent, J. Dornsife.

*Road Operated and Line Owned:* Independence to Monmouth, 2.50 miles.

Operated under contract, Southern Pacific Company, Dallas to Airlie, Oregon, 16.30 miles.

Total mileage operated: 18.80 miles.

## CAPITALIZATION.

*Capital Stock:* Total par value outstanding, \$25,000; dividends paid during the year, \$2,500.

Total capitalization per mile of line, \$10,000.

Expenditures during the year charged to Capital Account, none.

Total cost of road and equipment to June 30, 1911, \$31,094.01; per mile of line, \$12,437.60.

*Income Account:* Operating revenue, \$22,144.34; operating expenses, \$13,744.29; taxes accrued, \$356.23; operating income, \$8,043.82; deductions from gross corporate income, rent for joint facilities, \$4,158.06; paid Southern Pacific Company.

Net corporate income, carried to credit of profit and loss, \$3,885.76.

*Profit and Loss Account*—Credit: Balance June 30, 1910, \$8,516.81; balance for the year brought forward from income account, \$3,885.76; total, \$12,402.57.

*Debit:* Dividends declared on common stock, \$2,500; surplus carried to general balance sheet, \$9,902.57.

*Operating Revenue*—Revenue from Transportation: Passenger, \$12,099.36; excess baggage, \$534.20; mail, \$825.92; express \$1,389.55; milk on passenger train, \$298.24; other passenger train revenue, \$900; total passenger service train revenue, \$16,047.27. Switching revenue, \$2,897.07; miscellaneous, \$3,200; total revenue from transportation, \$22,144.34.

*Operating Expenses:* Maintenance of Way and Structures, \$1,811.04; maintenance of equipment, \$779.89; traffic expenses, \$250; transportation expenses, \$9,809.51; general expenses, \$1,093.85; total, \$13,744.29.

Ratio of operating expenses to operating revenue, 62.06 per cent.

*General Balance Sheet*—Assets: Road and equipment, \$31,094.01; working assets, \$4,842; total, \$35,936.01.

*Liabilities:* Capital stock, \$25,000; working liabilities, \$1,033.44; profit and loss, \$9,902.57; total, \$35,936.01.

*Employes and Salaries:* Total number on June 30, 12; number of days worked, 4,485; total yearly compensation, \$8,984.80. Average daily compensation, \$2.00; average daily compensation, excluding general offices, \$1.89.

## TRAFFIC AND MILEAGE STATISTICS.

*Passenger Traffic:* Passengers carried, earning revenue, \$61,785; total passenger revenue, \$12,099.36; average amount received from each passenger, \$.19583; total passenger service train revenue, \$16,047.27; per mile of road, \$853.57.

*Total Traffic:* operating revenue, \$22,144.34; per mile of road, \$1,177.90; operating expenses, \$13,744.29; per mile of road, \$731.08; net operating revenue, \$8,400.05; per mile of road, \$446.81; average mileage operated during the year, 18.80.

*Description of Equipment:* Locomotives, 3; passenger cars, 4.

New ties laid during the year, (Red fir sawed) 580; average price, \$.18.

*Characteristics of Road:* Bridges, wooden, one; length, 190 feet; gauge of track, 4 feet, 8½ inches.

## MALHEUR VALLEY RAILWAY COMPANY.

Organized January 25, 1906, under the laws of Oregon.

The report herein made for this Company covers the period July 1, 1910, to December 23, 1910, on which latter date at midnight the property was sold to the Oregon-Washington Railroad & Navigation Company and all expenditures incurred thereafter in connection with the improvement of the property will be reported by the Oregon-Washington Railroad & Navigation Company.

*Directors:* W. H. Bancroft, Salt Lake City, Utah; J. R. Blackaby, Lewis Adams, Elmer A. Clarke, Ontario, Oregon.

*Officers:* President, W. H. Bancroft; Vice-President, J. R. Blackaby; Secretary, G. K. Smith; Treasurer, F. V. S. Crosby; Attorney General, P. L. Williams; Auditor C. J. McNitt; Chief Engineer, Wm. Ashton; General Superintendent, E. C. Manson; Traffic Directors, J. C. Stubbs; General Freight Agent, J. A. Reeves; General Passenger Agent, G. E. Burley; Tax Agent, J. D. Evans.

*Road Owned:* Malheur Junction to Vale, Oregon, 13.59 miles; Vale, Oregon to Brogan, Oregon, 23.74 miles. Leased to the Oregon Short Line Railroad Company for \$3,750 from January 15, 1907, to May 1, 1907, and \$5,000 payable semi-annually thereafter to January 1, 1911. Also interest at a fixed percentage on the value of any improvements which may be made to the property of the Malheur Valley Railroad Company payable semi-annually.

## CAPITALIZATION.

*Capital Stock, Common:* Number of shares authorized, 1,000; par value \$100 per share; total par value authorized \$100,000. Outstanding not held by respondent \$56,400.00. Issued for construction of new properties, 564 shares; total cash realized, \$56,400.

*Funded Debt:* First mortgage 6% bonds, maturing May 28, 1926; total par value authorized, \$200,000; par value outstanding not held by respondent, \$160,000. Interest accrued and paid during the year, \$5,393.55.



Funded debt issued for construction of new properties and par value in cash realized.

Total capitalization, \$216,400; per mile of line, \$5,797.00.

*Expenditures for Road and Equipment During the Year:* Road, \$64,878.27; general expenditures, \$8,135.44; total, \$73,014.71.

Total cost to December 23, 1910, \$549,163.40; per mile of line, \$14,711.05.

*Income Account:* Gross income from lease of road, \$12,501.89; taxes accrued, \$6.50; gross corporate income, \$12,495.39.

Deductions: Interest accrued on funded debt, \$4,593.55; other interests, \$7,813.79; total, \$12,407.34.

Net corporate income, for the year carried to profit and loss, \$88.05.

*Profit and Loss*—Credit: Balance June 30, 1910, \$1,298.18; surplus for year from income account, \$88.05. Profit on sale of properties, \$19,629.48; total, \$21,015.71.

Debit: Dividends declared during the year, \$21,015.71.

NOTE.—Sale price of property to O.-W. R. & N. Company was \$550,000.00.

## MOUNT HOOD RAILROAD COMPANY.

Organized February 23, 1905, under the laws of Utah.

*Directors:* W. H. Eccles, Quincy, Oregon; David Eccles, Ogden, Utah; John Inglis, Inglis, Oregon; Chas. T. Early, Hood River, Oregon; D. C. Eccles, Dee, Oregon.

*Officers:* President, W. H. Eccles; Vice-President, D. C. Eccles; Secretary and Treasurer, H. H. Rolapp; Attorney, A. A. Jayne; Auditor and General Superintendent, Chas. T. Early.

*Mileage of Road Operated:* The Dalles to Dufur, Oregon, 29.67 miles.

### CAPITALIZATION.

*Capital Stock:* Common, total par value, authorized, outstanding, not held by respondent, \$250,000.

Purpose of issue: 2,000 shares issued as bonus on bonds; 500 shares sold to stockholders, at \$10 per share.

*Funded Debt:* Total par value, authorized outstanding not held by respondent, 500,000 par value 6% mortgage bonds, maturing January 1, 1927; interest accrued and paid during the year \$24,600.

\$500,000; total cash realized \$380,000, of which \$180,000 par value was Purpose of issue: For construction of new properties, par value issued during the year and \$135,000 cash realized thereon.

*Expenditures for Road and Equipment:* To June 30, 1907, road, \$219,208.15; equipment, \$11,872.66; total, \$231,080.81.

Since June 30, 1907: road, \$126,200.57; equipment, \$14,598.38; general expenditures, \$22,097.75; total, \$162,896.70.

Total expenditures to June 30, 1911, \$393,977.51, less reserve for accrued depreciation, \$15,682.03; net total, \$378,295.48; per mile of line, \$17,040.34.

*Income Account:* Operating revenues, \$87,694.31; operating expenses, \$35,555.54; net operating revenue, \$52,138.77; taxes accrued, \$2,327.31; operating income, \$49,811.46.

Deductions: miscellaneous rents, \$75.00; interest accrued on funded debt, \$24,600; extinguishment of discount on securities, \$17,406.25; total, \$42,081.25; net corporate income, \$7,730.21.

*Profit and Loss Account*—Credit: Balance June 30, 1910, \$47,114.34; balance surplus for the year from income account, \$7,730.21; deficit June 30, 1911, \$16,806.32; total, \$71,650.87.

*Debit:* Appropriations for additions and betterments expended during the year, \$3,105.16; extinguishment of discount on securities, \$56,000; depreciation account prior period, \$12,545.63; miscellaneous, \$.08; total, \$71,650.87.

*Operating Revenues:* Freight revenue, \$70,544.37; passenger, \$14,286.70; excess baggage, \$44.70; mail, \$953.81; switching, \$348.00; total from transportation, \$86,177.58.

Telephone and Telegraph service, \$348.17; rents of buildings and other property, \$1.66; miscellaneous, \$1,002.56; total revenue from operations other than transportation, \$1,516.73.

Total operating revenue, \$87,694.31.

*Operating Expenses:* Maintenance of way and structures, \$11,367.27; maintenance of equipment, \$3,602.03; transportation expenses, \$18,366.24; general expense, \$2,220; total, \$35,555.54.

Ratio of operating expenses to operating revenues, 40.57 per cent.

#### GENERAL BALANCE SHEET.

*Assets:* Road and equipment, \$378,295.48; working assets, \$69,814.06; unextinguished discount on securities, \$291,593.75; profit and loss, \$16,806.42; less additions to property since June 30, 1907, through income, \$3,105.16; net deficit to June 30, 1911, \$13,701.16; grand total, \$753,404.45.

*Liabilities:* Capital stock, common, \$250,000; funded debt, \$500,000; working liabilities, \$3,404.45; grand total, \$753,404.45.

#### EMPLOYES AND SALARIES.

Class	Num- ber	Total yearly compensation	Average daily compensation
General Officers .....	1	\$ 2,500 00	\$ 6 16
Station agents .....	2	1,623 15	2 28
Enginemen .....	2	1,587 85	3 24
Firemen .....	1	1,239 90	2 87
Conductors .....	1	1,254 50	3 46
Other trainmen .....	2	1,634 50	2 47
Section foremen .....	1	1,080 00	3 00
Other trackmen .....	9	6,824 69	1 81
Switch tenders, crossing tenders and watchmen .....	1	786 85	2 25
Total (including general officers) .....	20	\$ 18,281 44	\$ 2 48
Total (excluding general officers) .....	19	\$ 16,081 44	\$ 2 24

*Traffic and Mileage Statistics:* Passenger traffic, number of passengers carried earning revenue, 26,630; carried one mile, 295,590; carried one mile per mile of road, 13,315; average distance carried, 11.10 miles.

Total passenger revenue, \$14,286.70; average amount received from each passenger, \$.53649; average receipts per passenger per mile \$.04826. Total passenger service, train revenue, \$15,285.21; per mile of road, \$688.52.

*Freight Traffic:* Number of tons carried, freight earnings revenue, 55,568; tons carried one mile, 889,088; per mile of road, 4,004; average distance haul one ton, 16 miles.

Total freight revenue, \$70,544.37; average amount received for each ton of freight \$1.26951; average receipts per ton per mile, \$.07944.

Freight revenue per mile of road, \$3,177.34.

Total traffic operating revenue, \$87,694.31; per mile of road, \$3,950.14. Operating expenses, \$35,555.54; operating expenses per mile of road, \$1,601.60.

Net operating revenue \$52,138.77; net operating revenue per mile of road, \$2,348.54.

Average mileage operated during the year, 22.20.

#### FREIGHT TRAFFIC MOVEMENT IN TONS.

*Products of Agriculture:* Grain, 653; hay, 440; fruit and vegetables, 3,958; total, 5,051.

*Products of Animals:* Dressed meat, 98; total, 98.

*Products of Forest:* Lumber 31,412; other products of forest, 17,491; total, 48,903.

*Manufactures:* Petroleum and other oil, 48; sugar, 195; other castings and machinery, 58; cement, brick and lime, 116; agricultural implements, 259; wines, liquors and beers, 14; household goods and furniture, 404; other manufactures, 60; total, 1,154.

Merchandise, 362.

Total tonnage, 55,568.

*Description of Equipment:* Locomotives, owned and in service, 3; cars in passenger service, first class, 2; combination 1, others, 1; total, 4.

Cars in freight service, box, 4; flat 8; total, 12.

Cars in company's service, other road, 2.

Total cars in service and owned, 18.

*Characteristics of Road:* Working divisions, Hood River to Parkdale, 22.20 miles; alignment, number of curves, 100; aggregate length of curve line, 8.37; length of straight line, 13.84; length of level line, 3.42 miles.

Profile: Ascending grades, 62; sum of ascents, 1,899.8 feet; aggregate length of ascending grades, 16.69 miles; descending grades, sum of descents, 257.2 feet; aggregate length of descending grades, 2.16 miles.

Bridges, wooden, 2; aggregate length, 236 feet.

Trestles, 13; aggregate length, 2,222 feet.

Gauge of track 4 feet 8½ inches, 22.20 miles.

Telegraph line owned: 22.20 miles of line, 44.40 miles of wire, all operated by this company.

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#### NORTHWESTERN RAILROAD COMPANY.

The report herein made for this company covers the period July 1, 1910, to December 23, 1910, on which latter date at midnight the property was sold to the Oregon-Washington Railroad & Navigation Com-

pany and all expenditures incurred thereafter in connection with the improvement of the property will be reported by the Oregon-Washington Railroad & Navigation Company.

Organized May 12, 1906, under the laws of Oregon.

*Directors:* W. H. Bancroft, E. C. Manson, Salt Lake City, Utah; G. H. Garrett, F. D. Hall, C. A. Northey, Huntington, Oregon.

*Officers:* President, W. H. Bancroft; Vice-president, E. C. Manson; Secretary, G. K. Smith; Auditor, C. J. McNitt; Chief Engineer, Carl Stradley; Tax Agent, J. B. Evans.

*Line Owned:* Blake Junction to Homestead, Oregon, 57.84 miles; leased to the Oregon Short Line Railroad Company.

#### CAPITALIZATION.

Capital stock, 10,000 shares par value \$100 per share; total par value authorized, \$1,000,000. No stock issued.

*Expenditures for Road and Equipment:* July 1, 1910, to December 23, 1910, road, \$28,936.30; general expenditures, \$269,350.25; total, \$298,286.55.

Total expenditures to December 23, 1910, \$2,614,496.21; per mile of line, \$45,202.32.

NOTE.—Sale price of property to O.-W. R. & N. Company was \$2,640,000.00.

#### NORTHERN PACIFIC RAILWAY COMPANY.

Chartered by the State of Wisconsin, March 15, 1870; amended January 21, 1871; March 6, 1871; and April 15, 1895.

Original name, Superior & St. Croix Railroad Company. Changed in July, 1896, by resolution of stockholders and directors to Northern Pacific Railway Company.

*Directors:* Wm. B. Clough, Alex. Smith Cochran, Ames Tuck French, James N. Hill, Payne Whitney, Louis Cass Ledyard, Geo. W. Perkins, Chas. Steele, Geo. F. Baker, Arthur Curtiss James, Wm. S. Todd, Grant B. Schley, Wm. Sloane, all of New York; Howard Elliott, St. Paul, Minn.; J. P. Morgan, Jr., London, England.

*Officers:* President, Howard Elliott; First Vice-president, Jas. N. Hill, Second Vice-president, James M. Hannaford; Third Vice-president, Geo. T. Slade; Secretary, Geo. H. Earl; Treasurer, Chas. A. Clark; General Counsel, Francis Lynde Stetson; General Counsel, Chas. W. Bunn; Comptroller, Henry A. Gray; Assistant Comptroller, Wm. G. Johnson; General Managers, G. A. Goodell, H. C. Nutt; Chief Engineer, W. L. Darling; General Superintendents, E. C. Blanchard, C. L. Nichols, I. B. Richards; Traffic Manager, J. G. Woodworth; General Freight Agent, J. B. Baird; General Passenger Agent, A. M. Cleland; Land Commissioner, Thos. Cooper.

*Transportation Corporations Controlled*—Oregon: Spokane, Portland & Seattle Railway Co.; extent of control, 50%. Other parties to control: Great Northern Ry. Co., Northern Pacific Terminal Co., extent of control, 40% (in escrow); other parties to control, Oregon-Washington R. R. & Navigation Co. and Southern Pacific.

## ROAD OPERATED.

	In. Oregon	Entire line
Line owned—main line.....		2,766.18
Willbridge, Oreg. to Portland, Oreg., 3.62 miles proportion of joint track owned, 2.11 miles.....	5.73	
Branches and spurs.....		3,272.78
Smelts, Oreg. to Athena, Oreg., 14.54 miles; Washington State line to Pendleton, 30.38 miles, main line spurs to industries, 1.17 miles, branch line spurs to industries, .53 miles; proportion of joint spurs owned, 1.58 miles.....	48.20	
Line operated under lease.....		195.12
Line operated under trackage rights.....		151.91
S. P. & S. Ry. Washington State line to Willbridge, 5.23 miles; Northern Pacific Terminal Co. in Portland, .92 miles; less pro- portion owned, included above, 2.11 miles.....	4.04	
Spur tracks.....		8.57
Northern Pacific Terminal Co. in Portland, 3.96 miles, less pro- portion included above, 1.58 miles.....	2.37	
Total .....	60.34	6,394.51

*Outside Operations:* Sleeping cars, one-half interest owned, dining and cafe cars, observation and chair cars, restaurants, wholly owned; stock yards, Minnesota, one-ninth interest.

*Road Acquired Through Lease or Other Agreement:* Washington Central Ry. Co., 100.69 miles, nine hundred and ninety-nine years from June 1, 1898; Northern Pacific Ry. Co. maintains, operates and guarantees interest on outstanding bonds.

Oregon Short Line Ry. Co. (Utah and Northern) 64.43 miles; nine hundred ninety-nine years from August 1, 1886; rental 6% per annum on valuation of property leased payable semi-annually; original lease was to Montana Union Ry. Co., and by that company assigned to Northern Pacific Ry. Co., October 7, 1898.

*Road Assigned to Another Carrier Through Lease:* Spokane, Portland & Seattle Ry. Co., Goble to Willbridge, Oregon, 35.05 miles, for nine hundred ninety-nine years from April 1, 1909. Rental, \$3,000 per month plus 5% per annum on additions and betterments. The S. P. & S. Ry. Co. maintains, operates and pay taxes. The Northern Pacific Ry. Co. may cancel and resume operations on 90 days' notice.

## CAPITALIZATION.

*Capital Stock:* Common, total par value authorized, \$250,000,000; outstanding, \$247,998,300; in treasury, \$6,000; in sinking or other funds, \$48,000; not held by respondent, \$247,944,300; receipts outstanding for installments paid, \$1,700. Not held by respondent, \$1,700.

*Purpose of Issue:* Issued for cash during the year, \$3,100 shares, cash realized, \$310,000; total number of shares outstanding, \$929,983. Total cash realized, \$92,924,737.

Issued for purchase of railway or other property, and acquisition of securities; total number of shares outstanding, 1,550,000; total cash realized, \$155,000,000; applied to purchase of N. P. R. R. Co. property.

*Funded Debt:* Mortgage bonds, total par value outstanding, \$190,325,500; in treasury, \$15,107,000; in sinking or other fund, \$2,259,500; not held by respondent, \$172,959,000; interest accrued during the year, \$6,665,090; amount paid during the year, \$6,644,864.50; collateral trust bonds, \$107,613,500; in treasury, \$1,135,000; in sinking or other funds,

\$1,304,000; not held by respondent, \$105,174,500; interest accrued during the year, \$4,176,576.79; amount paid during year, \$4,176,576.79; total funded debt, par value outstanding, \$297,939,000; in treasury, \$16,242,000; in sinking or other fund, \$3,563,500; not held by respondent, \$278,133,500; interest accrued during the year, \$10,841,666.79; paid during the year, \$10,821,441.29.

**Purpose of Issue:** For acquisition of C. B. & Q. R. R. Co. stocks, total par value outstanding, \$107,613,500; refundment of securities, \$23,392,500; issued for reorganization, \$129,816,500; assumed in reorganization, \$7,887,000; assumed in acquisition of securities, \$7,330,000; issued for new acquisitions and betterments, \$21,899,500.

The majority of the bonds of this company were issued in exchange for security of former organization and cannot be reduced to cash basis.

**Total Capitalization:** Total par value outstanding, \$545,939,000 assigned to railways and land grants; amount per mile of line (exclusive of N. P.-G. N. joint bonds, N. P. Co. proportion, \$107,613,500, which are not a lien upon the mileage of the N. P. Ry. Co.) \$67,822.00.

**Expenditures During the Year for Additions and Betterments:** Roads, \$6,402,392.01; equipment, \$1,033,411.67; general expenditures, \$2,233.10; adjustments during the year, credited to other expenditures, \$54,531.65, representing the Northern Pacific R. R. Co., interest in the stock of the Northern Pacific Terminal Co. of Oregon, turned over to this company at reorganization in 1896, now included as an asset. Total, \$7,383,505.13; total, State of Oregon, \$51,054.58.

**Expenditures for New Line or Extensions During the Year:** Road, \$596,586.56; general expenditures, \$18,014.19; total, \$614,600.75; less net proceeds of land department credited to this account, \$1,047,140.46; credit carried to capital account, \$450,553.90; total charged for new lines and extensions in Oregon during the year, \$37,566.83.

Total cost of road and equipment to June 30, 1911 (including property purchased at foreclosure which embraced nearly 31,000,000 acres of land and current assets of land department aggregating \$4,003,505.20) \$411,892,227.62; less reserve for accrued depreciation, \$10,089,366.86; net total, \$401,802,860.76.

### INCOME ACCOUNT.

<b>OPERATING INCOME:</b>		
Operating revenues.....		\$ 64,912,831 89
Operating expenses.....		39,729,760 51
Net operating revenue.....		\$ 25,183,071 88
<b>OUTSIDE OPERATIONS:</b>		
Revenues.....	\$ 1,999,486 88	
Expenses.....	1,567,684 06	
Net revenue from outside operations.....		\$ 441,802 88
Total net revenue.....		\$ 25,624,874 21
Taxes accrued.....		3,296,797 49
Operating Income.....		\$ 22,328,076 72
<b>OTHER INCOME:</b>		
Rents accrued from lease of road.....	\$ 257,249 06	
Rent of joint facilities.....	1,369,978 91	
Hire of equipment.....	607,094 46	
		\$ 2,234,322 88
Dividends on stocks owned.....		4,947,152 00
Interest on funded debt owned.....		606,541 04
Interest on loans and accounts.....		1,822,272 16
Miscellaneous income.....		407,297 80
Gross Corporate Income.....		\$ 31,814,662 55

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<b>DEDUCTIONS:</b>		
Rents for lease of other roads .....	\$	125,451 86
Joint facilities .....		481,398 87
Miscellaneous rents .....		4,304 08
Interest on funded debt .....		10,841,666 79
<b>Total deductions .....</b>	<b>\$</b>	<b>11,402,816 05</b>
<b>Net corporate income .....</b>	<b>\$</b>	<b>20,441,846 50</b>
<b>DISPOSITION OF NET CORPORATE INCOME:</b>		
Dividends on common stock .....	\$	17,359,580 00
Balance for year carried forward to credit of profit and loss .....	\$	3,082,266 50

## PROFIT AND LOSS.

*Credit:* Balance June 30, 1910, \$71,166,410.53; balance for year from income account, \$3,082,266.50.

Additions for year: Interest on advances to Spokane, Portland & Seattle Ry. Co., September 22, 1905, to June 30, 1910, \$3,679,549.06; sinking fund paid trustee M. T. Co. mortgage September 1, 1896, to June 30, 1910, \$323,714.76; unclaimed wages charged off, \$25,547.47; profit on operating property sold, \$7,486.19; total, \$78,284,974.51.

*Debit:* Discount and commission on treasury bonds sold, \$107,243.51; premium on funded debt purchased, cancelled, \$25,826.25; settlement account of wreck in 1904, \$57,519.09; adjustment of rental with A. & C. R. R. Co., \$12,448.66; balance of sundry accounts written off, \$7,675.12; surplus June 30, 1911, \$78,074,261.88.

Total, \$78,284,974.51.

## OPERATING REVENUES—STATE OF OREGON.

Account	Intrastate revenue	Interstate revenues assigned to State	Total revenue
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight .....	\$ 24,289 87	\$ 65,966 15	\$ 90,256 02
Passenger .....	\$ 8,376 86	\$ 76,444 41	\$ 79,820 77
Excess Baggage .....	44 51	1,068 26	1,112 77
Mail .....	3,945 14		3,945 14
Express .....	208 94	5,153 81	5,362 75
Other passenger train revenue .....		583 82	583 82
<b>Total passenger service train revenue .....</b>	<b>\$ 7,569 95</b>	<b>\$ 88,199 80</b>	<b>\$ 90,769 75</b>
Switching revenue .....	34 50		34 50
Special service train revenue .....		222 94	222 94
Miscellaneous transportation revenue .....	1,532 89	6 72	1,539 61
<b>Total revenue from transportation .....</b>	<b>\$ 38,358 21</b>	<b>\$ 149,395 61</b>	<b>\$ 182,753 82</b>
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Storage, freight .....	\$ 15 43	\$	\$ 15 43
Storage, baggage .....	71 75		71 75
Car service .....	2,706 00		2,706 00
Telegraph and telephone service .....	128 81		128 81
Rents of buildings and other property .....	5,090 47		5,090 47
Miscellaneous .....	111 32	4 02	115 34
<b>Total revenue from operations other than transportation .....</b>	<b>\$ 8,123 78</b>	<b>\$ 4 02</b>	<b>\$ 8,127 80</b>
Joint facilities revenue, cr. ....	26,742 90		26,742 40
<b>Total operating revenues State .....</b>	<b>\$ 68,224 89</b>	<b>\$ 149,399 63</b>	<b>\$ 217,624 52</b>
<b>Total operating revenues entire line .....</b>			<b>\$64,912,831 89</b>

*Securities Owned*—Stocks of proprietary companies held for investment, Oregon: Spokane, Portland & Seattle Ry. Co., par value, \$20,000,000; cost or book value, \$20,000,000.

Funded debt of proprietary company held for investment, Oregon: Spokane, Portland & Seattle Ry. Co., \$30,500,000 par value; cost or book value, \$21,350,000.

Marketable funded debt, N. P. T. Co. of Oregon, \$72,000 par value; cost or book value, \$82,900.

*Advances for Construction, Equipment and Betterments:* Gt. Nor. Ry. Co., account joint expenditures, \$5,000,000; Midland Ry. Co. of Manitoba, \$1,142,500; Clearwater Short Line Ry. Co., \$8,135,291.19; Missouri River Ry. Co., \$5,978,115.13; Western Dakota Ry. Co., \$3,128,433.94; Connell Northern Ry. Co., \$2,046,161.81; Shields River Valley Ry. Co., \$568,873.08; Olympic Peninsula Ry. Co., \$35,138.12; Kennewick Northern Ry. Co., \$13,021.88; Bear Creek & Western Ry. Co., \$13,653.82; Trustee N. P. T. Co., mortgage, \$412,387.21; Gilmore & Pittsburg Ry. Co., \$56,381.60. Total, \$26,529,957.78.

*Operating Expenses*—State of Oregon: Maintenance of way and structures, \$37,873.85; maintenance of equipment, \$23,157.55; traffic expenses, \$3,831.79; transportation expenses, \$156,256.15; general expenses, \$6,394.70. Total operating expenses, \$227,514.04.

Ratio of operating expenses to operating revenue, 104.54 per cent.

*Operating Expenses*—Entire line: Maintenance of way and structures, \$8,065,462.47; maintenance of equipment, \$7,911,231.46; traffic expenses, \$1,127,233.05; transportation expenses, \$21,601,477.48; general expenses, \$1,024,356.05; total operating expenses, \$39,729,760.51.

Ratio of operating expenses to operating revenue, 61.20 per cent.

*Taxes and Assessments:* In Oregon, \$27,695.89; Wisconsin, \$35,093.61; Minnesota, \$587,058.50; North Dakota, \$389,985.89; Montana, \$623,122.36; Idaho, \$182,457.46; Washington, \$1,296,123.74; U. S. Gov't. Corporation Tax, \$154,857.62; personal property in outside offices, other states, \$402.42; total, \$3,296,797.49.

*Important Changes During the Year:* Stock certificates issued in exchange for subscription receipts, 31 shares; prior lien bonds purchased and cancelled, \$493,000. St. Paul & N. P. bonds purchased and cancelled, \$124,000. During the year the company acquired \$30,500,000 par value of the bonds of Spokane, Portland & Seattle Ry. Co., book value, \$21,350,000, and stock of Spokane, Portland & Seattle Ry. Co., par value \$20,000,000; book value, \$20,000,000.

## GENERAL BALANCE SHEET.

ASSETS	
Property investment, road and equipment .....	\$ 411,892,227 62
Less reserve for accrued depreciation .....	10,089,866 86
Total .....	\$ 401,802,360 76
Securities owned .....	\$ 50,877,372 57
Advances to proprietary, affiliated and controlled companies for construction, equipment and betterments .....	26,529,957 78
Miscellaneous investment (securities pledged) .....	109,114,809 76
Working assets .....	53,423,469 82
Accrued income not due .....	822,395 02
Deferred debit items .....	6,224,191 05
Grand total .....	\$ 648,795,056 26



## LIABILITIES

Capital stock—common held by company .....	\$ 54,000 00	
Not held by company .....	247,944,800 00	
Receipts outstanding for installments paid .....	1,700 00	
		\$ 248,000,000 00
Funded debt, mortgage bonds held by company .....	\$ 17,866,500 00	
Not held by company .....	172,969,000 00	
Collateral trust bonds, held by company .....	2,489,000 00	
Not held by company .....	105,174,500 00	
		\$ 297,989,000 00
Working liabilities .....		12,555,821 74
Accrued liabilities not due .....		6,675,904 18
Deferred credit items .....		153,451 56
Appropriated surplus invested in reserve funds .....		5,397,116 90
Surplus June 30, 1911 .....		78,074,261 88
Grand total .....		\$ 648,795,056 26

## EMPLOYEES AND SALARIES—STATE OF OREGON.

Class	Number	Total yearly compensation	Average daily compensation
General officers .....	2	\$ 9,768 00	\$ 13 88
Other officers .....	1	1,790 40	4 81
General office clerks .....	15	16,757 96	3 98
Station agents .....	4	4,795 60	3 53
Other stationmen .....	45	52,112 85	2 56
Enginemen .....	2	5,749 96	5 25
Firemen .....	2	8,986 32	8 64
Conductors .....	2	4,245 17	5 09
Other trainmen .....	6	4,896 01	2 94
Section foremen .....	4	2,884 45	1 98
Other trackmen .....	16	7,964 28	1 51
Switch tenders, crossing tenders and watchmen .....	1	780 00	2 14
Telegraph operators and dispatchers .....	1	1,613 35	8 29
All other employees and laborers .....	16	13,820 78	2 38
Total (including general officers) .....	117	\$ 181,666 18	\$ 2 81
Total (excluding general officers) .....	115	121,297 18	2 64
Total including general officers of the entire line .....	29,283	24,059,918 86	2 55

## TRAFFIC AND MILEAGE STATISTICS—STATE OF OREGON.

*Passenger Traffic:* Number passengers carried earning revenue, 333,279; passengers carried one mile, 3,705,845; one mile per mile of road, 67,761; average distance carried, 11.12 miles.

Total passenger revenue, \$79,820.77; average amount received from each passenger, \$.23950; per passenger per mile, \$.02154.

Total passenger service train revenue, \$90,769.75; per mile of road, \$1,659.71; per train mile, \$1.61699.

*Freight Traffic:* Number of tons carried of freight earning revenue, 427,463; tons carried of intrastate freight earning revenue, 38,319; tons carried one mile, 4,716,460; tons carried one mile intrastate, 581,426; tons carried one mile per mile of road, 86,240; one mile (intrastate) per mile of road, 10,631; average distance haul of one ton, 11.03 miles; average distance haul one ton intrastate 15.17 miles.

Total freight revenue, \$90,256.02; total intrastate freight revenue, \$24,289.87; average amount received for each ton of freight, \$.21114;

average amount received for each ton of intrastate freight, \$.63389; average receipts per ton per mile, \$.01914; average receipts per ton per mile (intrastate) \$.04178.

Freight revenue per mile of road, \$1,650.32; per train mile, \$2.68005.

*Total Traffic:* Operating revenues, \$217,624.52; per mile of road, \$3,979.24; per train mile, \$2.54442.

Operating expenses, \$227,514.04; per mile of road, \$4,160.07; per train mile, \$2.66005.

Net operating deficit, \$9,889.52; per mile of road, \$180.83.

Average number of passengers per car mile, 17; per train mile, 66; average number passenger cars per train mile, 5.52; average number tons of freight per loaded car mile, 15.29; per train mile, 140.05; average number freight cars per train mile, 12.15; average number loaded cars per train mile, 9.16; average number empty cars per train mile, 2.62.

Average mileage operated during the year, 54.69.

*Locomotive mileage*—Revenue service: Freight, 29,336; passenger 51,863; mixed, 4,462; special, 100; switching, 1,885; total revenue locomotive mileage, 87,646.

Non-revenue service, locomotive miles, 208.

*Car Mileage*—Revenue service: Freight car, loaded, 308,527; empty 88,106; caboose, 12,706; total freight car miles, 409,339.

Passenger car miles: Passenger, 157,096; sleeping, parlor and observation, 57,190; other passenger, 95,558; total passenger car miles, 309,844.

Special car miles: Freight, loaded, 1,370; caboose, 90; passenger, 290; other passenger, 70; total special car miles, 1,820.

Total revenue car mileage, 721,003.

Non-revenue service car miles, 17,942.

*Train Mileage*—Revenue service: Freight, 29,305; passenger, 51,763; mixed, 4,372; special, 90; total revenue train, 85,530.

Non-revenue service train miles, 208.

#### TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

*Passenger Traffic:* Number passengers carried earning revenue, 9,262,853; passengers carried one mile, 759,276,059; one mile per mile of road, 127,600; average distance carried, 81.97 miles.

Total passenger revenue, \$17,278,812.52; average amount received from each passenger, \$1.86539; per passenger per mile, \$.02276.

Total passenger service train revenue, \$19,949,035.70; per mile of road, \$3,352.54; per train mile, \$1.66076.

*Freight Traffic:* Number of tons carried of freight earning revenue, 17,217,748; tons carried one mile, 4,800,666,026; tons carried one mile per mile of road, 806,776; average distance haul of one ton, 278.82 miles.

Total freight revenue, \$43,332,918.23; average amount received for each ton of freight, \$2.51676; average receipts per ton per mile, \$.00903.

Freight revenue per mile of road, \$7,282.32; per train mile, \$4.16528.

*Total Traffic:* Operating revenues, \$64,912,831.89; per mile of road, \$10,908.93; per train mile, \$2.97775.

Operating expenses, \$39,729,760.51; per mile of road, \$6,676.79; per train mile, \$1.82252.

Net operating revenue, \$25,183,071.38; per mile of road, \$4,232.14.

Average number of passengers per car mile, 17; per train mile, 63; average number passenger cars per train mile, 6.02; average number

tons of freight per loaded car mile, 18.21; per train mile, 461.45; average number freight cars per train mile, 33.24; average number loaded cars per train mile, 25.34; average number empty cars per train mile, 6.97.

Average mileage operated during the year, 5,950.43.

*Locomotive Mileage*—Revenue service: Freight, 11,139,420; passenger, 12,282,177; mixed, 650,252; special, 17,856; switching, 4,652,863; total, 28,742,568.

Non-revenue service, locomotive miles, 1,437,778.

*Car Mileage*—Revenue service: Freight car, loaded, 263,611,102; empty, 72,502,109; caboose, 9,656,710; total freight car miles, 345,769,921.

Passenger car miles: Passenger, 24,564,752; sleeping, parlor and observation, 21,256,278; other passenger, 26,456,973; total passenger car miles, 72,278,003.

Special car miles: Freight, loaded, 226,210; caboose, 14,362; passenger, 51,072; sleeping, parlor and observation, 8,389; other passenger, 7,569; total special car miles, 307,602.

Total revenue car mileage, 418,355,526.

Non-revenue service car miles, 5,452,320.

*Train Mileage*—Revenue service: Freight, 9,771,713; passenger, 11,380,355; mixed, 631,654; special, 15,583; total revenue train, 21,799,305.

Non-revenue service train miles, 1,329,170.

## FREIGHT TRAFFIC MOVEMENT, IN TONS—STATE OF OREGON.

*Products of Agriculture*: Grain, 57,773; flour, 15,182; other mill products, 10,849; hay, 3,391; cotton, 13; fruit and vegetables, 28,618; other products of agriculture, 2,615. Total, 118,441.

*Products of Animals*: Livestock, 10,081; dressed meats, 2,667; other packing-hous products, 376; poultry, game and fish, 832; wool, 268; hides and leather, 1,005; other products of animals, 1,321. Total, 16,550.

*Products of Mines*: Bituminous coal, 61,865; coke, 5,843; ores, 120; stone, sand and other like articles, 2,605. Total, 70,433.

*Products of Forests*: Lumber, 58,092; other products of forests, 21,965. Total, 80,057.

*Manufactures*: Petroleum and other oils, 4,566; sugar, 2,254; iron, pig and bloom, 38; iron and steel rails, 2,023; other castings and machinery, 4,440; bar and sheet metal, 1,911; cement, brick and lime, 16,193; agricultural implements, 641; wagons, carriages, tools, etc., 411; wines, liquors, and beers, 8,529; household goods and furniture, 2,221; manufactures, 25,893. Total, 69,120.

Merchandise, 62,474; miscellaneous, other commodities not mentioned above, 10,388. Total tonnage, 427,463.

*Description of Equipment*—Entire line: Locomotives in service, passenger, 306; freight, 905; switching, 230; total, 1,441.

Cars owned, in passenger service, first class, 275; second class, 162; combination, 70; tourist, 84; dining, 61; parlor, 15; sleeping-cars, half interest, 130; baggage, express and postal, 268; other cars in passenger service, 86; gasoline motor coach, 1; total, 1,152.

Cars in Freight Service, box, 23,787; flat, 8,400; stock, 2,579; coal, 5,353; tank, 18; refrigerator, 1,566; other cars, 1,397; total, 43,100.

Cars in Company Service: Officers and pay cars, 9; derrick, 32; caboose cars, 636; others, 2,731; total, 3,408; total cars in service and owned, 47,660.

## FREIGHT TRAFFIC MOVEMENT, IN TONS—ENTIRE LINE.

*Products of Agriculture:* Grain, 1,492,167; flour, 305,297; other mill products, 211,052; hay, 284,352; tobacco, 791; cotton, 5,078; fruit and vegetables, 390,506; other products of agriculture, 41,551. Total, 2,730,794.

*Products of Animals:* Livestock, 207,346; dressed meats, 40,351; other packing-house products, 8,137; poultry, game and fish, 28,538; wool, 14,728; hides and leather, 9,003; other products of animals, 25,846. Total, 333,949.

*Products of Mines:* Anthracite coal, 372,992; bituminous coal, 2,849,721; coke, 129,700; ores, 568,504; stone, sand and other like articles, 657,217; other products of mines, 96,184. Total, 4,674,318.

*Products of Forests:* Lumber, 2,597,543; other products of forests, 3,814,070; total, 6,411,513.

*Manufactures:* Petroleum and other oils, 115,618; sugar, 39,026; iron, pig and bloom, 43,677; iron and steel rails, 55,238; other castings and machinery, 160,508; bar and sheet metal, 87,323; cement, brick and lime, 504,741; agricultural implements, 38,681; wagons, carriages, tools, etc., 15,805; wines, liquors and beers, 98,387; household goods and furniture, 39,253; other manufactures, 394,622. Total, 1,592,879.

Merchandise, 1,115,482; miscellaneous, other commodities not mentioned above, 358,713. Total tonnage, 17,217,748.

## MILEAGE OF ROAD OPERATED—ENTIRE LINE.

	Single track	Second track	Other main tracks	Yard tracks and sidings	Total mileage operated
<b>Line owned:</b>					
Main line	2,766.18	489.74	2.96	1,468.14	4,726.97
Branches and spurs	3,272.78	1.58		371.85	3,646.26
Lines operated under lease	195.12	63.61		43.68	302.41
Lines operated under contract					
Lines operated under trackage rights	160.48	16.31		130.01	306.80
<b>Total mileage operated</b>	<b>6,394.51</b>	<b>571.19</b>	<b>2.96</b>	<b>2,013.78</b>	<b>8,982.44</b>
<b>New line constructed during year</b>	<b>205.17</b>	<b>68.86</b>	<b>1.88</b>	<b>58.29</b>	<b>328.70</b>
<b>Rails:</b>					
Iron	9.62			83.68	93.15
Steel	6,224.41	554.88	2.96	1,800.24	8,582.49

## MILEAGE OF LINE OPERATED—BY STATES (SINGLE TRACK).

	Main line	Branches and spurs	Line operated under trackage rights	Line operated under lease	Line operated under contract	Total	New construction during year
<b>Wisconsin</b>	87.97	57.07	.94			145.98	
<b>Minnesota</b>	573.87	465.15	14.77			1,053.29	
<b>North Dakota</b>	376.94	932.36	.58			1,309.88	127.46
<b>Montana</b>	941.15	480.07	37.85	64.43		1,523.50	1.66
<b>Idaho</b>	83.66	260.11	1.82			345.59	
<b>Washington</b>	697.81	1,029.82	98.11	130.69		1,956.93	76.06
<b>Oregon</b>	5.73	48.20	6.41			60.34	
<b>Total mileage operated</b>	<b>2,766.18</b>	<b>3,272.78</b>	<b>160.48</b>	<b>195.12</b>		<b>6,394.51</b>	<b>205.17</b>

## MILEAGE OF LINE OWNED—BY STATES (SINGLE TRACK).

	Main line	Branches and spurs	Total mileage owned	New line constructed	Rails	
					Iron	Steel
Wisconsin .....	87.97	57.07	145.04	-----	-----	145.04
Minnesota .....	578.87	465.15	1,088.52	-----	5.93	1,082.59
Manitoba .....	-----	355.58	355.58	-----	-----	355.58
North Dakota .....	876.94	982.86	1,809.80	127.46	3.69	1,806.61
Oregon .....	40.78	49.29	90.07	-----	-----	90.07
Montana .....	941.15	494.16	1,435.31	1.65	-----	1,435.31
Idaho .....	83.66	260.11	343.77	-----	-----	343.77
Washington .....	697.31	1,047.95	1,745.26	76.06	-----	1,745.26
Total mileage owned .....	2,801.18	3,661.67	6,462.85	205.17	9.62	6,458.23

## MILEAGE OF ROAD OPERATED—ALL TRACKS—STATE OF OREGON.

	Miles single track	Miles second track	Miles yard track and siding	Total miles operated
Line owned:				
Main line .....	5.73	5.06	7.97	18.76
Branches and spurs .....	49.20	-----	5.05	53.25
Line operated under trackage rights .....	6.41	3.49	10.59	20.49
Total mileage operated .....	60.84	8.55	23.61	92.50
New line constructed during year .....	-----	1.88	-----	1.88
Rails steel .....	58.98	6.06	18.02	72.01

New ties laid during year: In State of Oregon, fir, 20,925; average price at distributing point, \$.347; treated, 1,271; average price at distributing point, \$.60.

## OREGON &amp; SOUTHEASTERN RAILROAD COMPANY.

Organized, March 1, 1905, under the laws of Oregon. Originally organized in 1902 under the laws of the state of New Jersey.

*Directors:* Geo. B. Hengen, Chicago, Ill.; Geo. W. Crosby, Atlantic City, N. J.; Albert Hawkins, North Adams, Mass.; A. B. Wood, Cottage Grove, Oregon.

*Officers:* Chairman of the Board, President and Treasurer, G. B. Hengen; Vice-president, Geo. W. Crosby; Assistant Secretary and Auditor, J. B. Protzman; Manager, A. B. Wood.

*Road Owned and Operated:* Main line, Cottage Grove, Oregon, to Disston, Oregon, 20 miles.

Yard, track and sidings, 2 miles; total mileage owned and operated, all tracks, 22 miles.

## CAPITALIZATION.

*Capital Stock*—Common: Par value authorized and outstanding, \$500,000; in treasury, \$97,300; not held by respondent, \$402,700; preferred, par value authorized and outstanding, \$500,000; in treasury, \$97,300; not held by respondent, \$402,700. Entire issue for construction of new properties.

*Funded Debt:* First mortgage, 20 year, 5% bonds, par value authorized, \$300,000; par value outstanding and not held by respondent, \$295,000; interest accrued during year, \$14,750; none paid during the year. Funded debt was issued for cash, \$265,500 being realized on bonds sold.

Total capitalization, par value outstanding, \$1,295,000, all assigned to railways; amount per mile of line, \$64,750.

*Discount on Securities*—Funded debt: \$29,500 charged to construction.

*Expenditures for Additions and Betterments During Year:* \$3,479.55; total cost of road and equipment to June 30, 1911, road, \$1,137,387.77; equipment, \$28,321.98; total, \$1,164,709.75.

Cost per mile of line, \$58,235.49.

*Income Account:* Operating revenues, \$39,129.52; operating expenses, \$26,440.30; net operating revenue, \$12,689.22; taxes accrued, \$980.98; operating income, \$11,708.24.

*Deductions from Income:* Interest accrued on funded debt, \$14,750; other interest, \$6,768.76; sinking and redemption fund chargeable to income, \$4,425. Total deductions, \$25,943.76. Net corporate loss, carried to the debt of profit and loss, \$14,235.52.

*Profit and Loss Account*—Debit: Balance June 30, 1910, \$125,615.80; balance deficit for year, from income account, \$14,235.52; deductions for the year, interest, \$3,687.49; sinking fund, \$1,106.25; taxes, \$490.50; total, \$145,135.56.

Deficit to June 30, 1911, \$145,135.56.

*Operating Revenues:* Revenues from transportation, freight, \$30,009.48; passenger revenue, \$7,610.95; mail revenue, \$368.69; total passenger service train revenue, \$8,479.64; switching revenue, \$511.50; total revenue from transportation, \$39,000.62; revenue from operations other than transportation, car service, \$56.90; rents of buildings and other property, \$72; total, \$128.90; total operating revenue, state and entire line, \$39,129.52.

NOTE.—All revenues of this company are assigned to intrastate.

*Operating Expenses:* Maintenance of way and structures, \$9,034.64; maintenance of equipment, \$2,060.95; traffic expenses, \$36.25; transportation expenses, \$8,297.01; general expenses, \$7,011.45. Total operating expenses, state and entire line, \$26,440.30.

Ratio of operating expenses to operating revenue, 67.57 per cent.

*General Balance Sheet*—Assets: Road and equipment, \$1,164,709.75; working assets, (including \$194,600 stock held in treasury) \$203,138.58; deficit, \$145,135.56.

*Liabilities:* Capital stock, common, held by company, \$97,300; not held by company, \$402,700; preferred stock held by company, \$97,300; not held by company, \$402,700; total, \$1,000,000. First mortgage bonds not held by company, \$295,000; working liabilities, \$179,512.15; unmatured interest, \$4,793.74; taxes accrued, \$490.50; reserves from income or surplus, invested in sinking fund, \$33,187.50. Total, \$1,512,983.89.

## EMPLOYEES AND SALARIES—STATE OF OREGON.

Class	Number	Total yearly compensation	Average daily compensation
General officers .....	4	\$ 7,500 00	\$ 9 57
General office clerks .....	1	714 80	2 48
Station agents .....	1	780 00	2 50
Enginemen .....	1	1,245 90	3 39
Firemen .....	1	798 70	2 30
Conductors .....	1	1,104 60	3 19
Other trainmen .....	1	729 15	2 30
Carpenters .....	2	668 55	2 33
Section foremen .....	3	2,180 00	2 30
Other trackmen .....	9	4,147 80	2 00
All other employees and laborers .....	4	85 25	2 35
Total (including general officers) .....	28	\$ 19,874 75	\$ 3 27
Total (excluding general officers) .....	24	\$ 12,374 75	\$ 2 34

## TRAFFIC AND MILEAGE STATISTICS—OREGON AND ENTIRE LINE.

*Passenger Traffic:* Number passengers carried earning revenue, 15,934; passengers carried one mile, 191,070; one mile per mile of road, 9,553; average distance carried, 11.99 miles.

Total passenger revenue, \$7,610.95; average amount received from each passenger, \$.47765; per passenger per mile, \$.03983.

Total passenger service train revenue, \$8,479.64; per mile of road, \$423.98; per train mile, \$.47109.

*Freight Traffic:* Number of tons carried of freight earning revenue, 57,894; tons carried of intrastate freight earning revenue, 57,894; tons carried one mile, 862,758; tons carried one mile intrastate, 862,758; tons carried one mile per mile of road, 43,138; one mile (intrastate) per mile of road, 43,138; average distance haul, of one ton, 14.90 miles; average distance haul one ton intrastate, 14.90 miles.

Total freight revenue, \$30,009.48; total intrastate freight revenue, \$30,009.48; average amount received for each ton of freight, \$.51835; average amount received for each ton of intrastate freight, \$.51835; average receipts per ton per mile, \$.03478; average receipts per ton per mile (intrastate) \$.03478.

Freight revenue per mile of road, \$1,500.47; per train mile, \$2.39692.

*Total Traffic:* Operating revenues, \$39,129.52; per mile of road, \$1,956.48; per train mile, \$2.17386.

Operating expenses, \$26,440.30; per mile of road, \$1,322.01; per train mile, \$1,468.91.

Net operating revenue, \$12,689.22; per mile of road, \$634.46.

Average number of passengers per car mile, 12; per train mile, 10; average number passenger cars per train mile, .90; average number tons of freight per loaded car mile, 23.40; per train mile, 68.91; average number freight cars per train mile, 6.31; average number loaded cars per train mile, 2.94; average number empty cars per train mile, 2.91.

Average mileage operated during the year, 20.

*Locomotive Mileage*—Revenue service: Passenger, 5,480; mixed, 12,520; total revenue locomotive mileage, 18,000.

*Car Mileage*—Revenue service: Freight car, loaded, 36,870; empty, 36,433; caboose, 5,760; total freight car miles, 79,063.

Passenger car miles, passenger, 16,200; total passenger car miles, 16,200.

Total revenue car mileage, 95,263.

*Train Mileage*—Revenue service: Passenger, 5,480; mixed, 12,520; total revenue train, 18,000.

#### FREIGHT TRAFFIC MOVEMENT IN TONS—STATE AND ENTIRE LINE.

*Products of Agriculture*: Hay, 10; fruit and vegetables, 36; total, 46.

*Products of Mines*: Ores, 4; total, 4.

*Products of Forests*: Lumber, 16,321; other products of forest, 39,331; total, 55,652.

*Manufactures*: Other castings and machinery, 112; other manufactures, 1,079; total, 1191.

Merchandise, 1,001.

Total tonnage state and entire line, 57,894.

*Description of Equipment*: Locomotives, freight, 2; cars in passenger service, second class, 1; combination, 2; in freight service, box, 1; flat, 38; in company service, caboose, 1; total cars owned and in service, 42.

*Renewals of Ties During Year*: Fir, 9,064; average price at distributing point, \$.28.

*Characteristics of Road*—Alignment: Number of curves, 33; aggregate length of curved line, 6.18 miles; length of straight line, 13.82 miles; total line operated, 20 miles.

*Profile*: Length of level line, 2.20 miles; ascending grades, 6; sum of ascents, 532 feet; aggregate length of ascending grades, 17.80 miles.

*Bridges*: Wooden, 3; aggregate length, 306 feet. Trestles, 11; aggregate length, 702 feet; gauge of track 4 feet 8½ inches; 20 miles.

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### OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY.

Organized November 23, 1910, under the laws of Oregon.

Effective at midnight December 23, 1910, the Oregon-Washington Railroad & Navigation Company acquired by purchase certain of the property of Oregon-Washington Railroad Company, North Coast Railroad Company, Oregon Eastern Railway Company, and all of the property of The Oregon Railroad & Navigation Company, Columbia Southern Railway Company, Columbia River & Oregon Central Railroad Company, Umatilla Central Railroad Company, the Snake River Valley Railroad Company, Spokane Union Depot Company, Ilwaco Railroad Company, Lake Creek & Coeur d'Alene Railroad Company, Oregon-Washington & Idaho Railroad Company, Idaho Northern Railroad Company, Malheur Valley Railway Company, Northwestern Railroad Company.



The operating results exhibited in this report embraced transactions recorded subsequent to December 23, 1910, including also adjustments and delayed transactions applicable to the operation of the aforementioned companies, which, by arrangement were taken up on the books of the Oregon-Washington Railroad & Navigation Company.

*Directors:* Wm. L. Bull, Maxwell Evarts, Robert S. Lovett, Wm. G. Rockefeller, Jacob H. Schiff, C. C. Stillman, W. V. S. Thorne, Wm. Rockefeller, Frank O. Vanderlick, all of New York City; Robert L. Gerry, Newport, R. I.; Marvin Hewitt, Chicago, Ill.; Otto H. Kahn, Morristown, N. J.; Mortimer L. Shiff, Oyster Bay, N. Y.; W. W. Cotton, Portland, Oregon; J. P. O'Brien, Portland, Oregon.

*Officers:* Chairman of the Executive Committee, and President, Robert S. Lovett; Vice-President and Director of Traffic, J. C. Stubbs; Vice-President and Director of Maintenance and Operation, J. Krut-schnitt; Vice-President and Comptroller, Wm. Mahl; Vice-Presidents and General Managers, First District, J. P. O'Brien; Second District, J. D. Farrell; Third District, R. E. Strahorn; Secretary, Alexander Millar; Treasurer, Frederick V. S. Crosby; General Counsel, Maxwell Evarts; Attorney General, W. W. Cotton; Assistant Comptroller, H. S. Bradt; General Auditor, C. B. Seger; Auditor, R. Blaisdell; Director of Purchases, W. V. S. Thorne; Assistant General Managers, First District, M. J. Buckely; Second District, D. W. Campbell; Third District, A. G. Smith; Chief Engineers: First District, Geo. W. Boschke; Second District, J. R. Holmes; Third District, F. L. Pitman; Traffic Manager, R. B. Miller; General Freight Agent, First and Third Districts, F. W. Robinson; Second District, W. D. Skinner; General Passenger Agent, First and Third Districts, Wm. McMurray; Second District, W. D. Skinner.

*Transportation Corporations Controlled by Respondent:* Active, Camas Prairie Railroad Company, jointly with Northern Pacific Railway Company through ownership of 50% of capital stock; Northern Pacific Terminal Company, jointly with Northern Pacific and Southern Pacific Company, through equity of 40% in capital stock.

Inactive: Cascade Railroad Company, Columbia & Palouse Railroad, Middle Cascade Portage Company, Mill Creek Flume and Manufacturing Company, Oregon Steam Navigation Company; Union Depot Company Spokane Falls, Walla Walla & Columbia River Railroad Company; Washington & Idaho Railroad Company; Washington and Dalles Railroad Company; Oregon Railway Extensions Company; all these companies are controlled solely by the respondent through title to security issued or assumed, to exercise the major part of the voting power in such corporations.

Oregon Short Line Railroad Company controls this Company through ownership of 99.99% of the capital stock.

## ROAD OPERATED.

	In Oregon	Entire line
<b>Line owned:</b>		
<b>Main line:</b>		834.87
West line of Front street, to East line of Willamette river bridge, Portland, Oregon, .22 miles; East Portland to Huntington, Oregon, 400.02 miles; Albina, Oregon to Troutdale, Oregon 19.54 miles; Umatilla, Oregon, to Oregon-Washington State line, 20.76	440.54	
<b>Branches and spurs</b>		745.88
St. Johns Junction, to the East Wye switch Peninsula 7.77 miles; Peninsula Junction, to North Portland Junction and North Portland 1.77 miles; Biggs, Oregon, to Shaniko, Oregon, 69.51 miles; Arlington, to Condon, Oregon, 45.81 miles; Heppner, Junction, to Heppner, Oregon, 45.40 miles; Pilot Rock Junction, to Pilot Rock, Oregon, 14.21 miles; La Grande, to Joseph, Oregon, 83.58 miles; Pendleton, to Oregon-Washington State line, 41.87 miles	308.92	
<b>Line operated under lease</b>		2.89
Northern Pacific Terminal Company, East Portland, Oregon, to Albina, Oregon, 2.89 miles	2.89	
<b>Line operated under contract</b>		89.70
Des Chutes R. R. Co.; Des Chutes Junction, to North Junction, Oregon, 71.80 miles; South Junction, Oregon, to Madras, Oregon, 18.40 miles	89.70	
<b>Line operated under trackage rights</b>		184.61
S. P. & S. Ry. and N. P. Ry. (jointly) North Portland Junction, to the center of Columbia river bridge draw 1.65 miles; Northern Pacific Terminal Company, west line of Front street Portland, Oregon, to the center Union Station, Portland, Oregon, .21 miles; North Junction, Oregon, to South Junction, Oregon, 11.30 miles	18.16	
<b>Total mileage operated</b>	854.71	1,856.40

Road jointly owned with Chicago, Milwaukee & Puget Sound Railroad Company included with preceding table, Tacoma Junction, Washington, to Black River Junction, Washington, 26.22 miles; Helsing Junction, Washington, to South Aberdeen, Washington, 41 miles.

Total mileage jointly owned, 67.22 miles.

**Outside Operations:** Boat lines owned, Oregon, Washington and Idaho; parlor and chair car service, Oregon, Washington and Idaho; dining and special car service, Oregon, Washington and Idaho; hotels and restaurants, Washington.

**Roads or Tracks Acquired Through Lease or Agreement:** Northern Pacific Terminal Company, 2.39 miles, perpetual lease, dated January 3, 1890; interest rental until property is acquired under existing agreement to purchase.

Des Chutes Railroad Company 89.70 miles from May 31, 1911, to June 30, 1916. Lessee operates property, paying all taxes, and expenses incidental thereto and as rental the net operating revenue.

**Road or Track in Oregon Assigned to Another Carrier Through Lease or Other Agreement:** Northern Pacific Terminal Company, .586 miles, January 1, 1883, to January 1, 1933 (or thirty days notice) rental \$1 per annum. Cost of maintenance, all assessments for taxes or street improvements to be paid by the N. P. T. Company.

Oregon Short Line Railroad Company, Malheur Junction, Oregon, to Brogan, Oregon, 37.33 miles, from December 23, 1910, terminating on

sixty days notice in writing, rental \$17,233.33 on June 1, 1911 and \$16,500 semi-annually thereafter. Blakes to Homestead 57.84 miles, December 23, 1910, termination on sixty days notice in writing; rental \$82,720 on June 1, 1911, and \$79,200 semi-annually thereafter.

### CAPITALIZATION.

*Capital Stock:* Authorized, 500,000 shares par value \$100; total par value, authorized outstanding not held by respondent, \$50,000,000. No dividends declared during the year.

Total issue was for cash and par value realized in cash.

*Funded Debt:* Oregon-Washington Railroad & Navigation Company first and refunding mortgage 4% bonds, maturing January 1, 1961; par value authorized \$175,000,000; outstanding \$39,625,000; not held by respondent, \$39,625,000; interest accrued during the year, \$660,865.39.

Oregon Railroad & Navigation Company consolidated mortgage bond 4% mortgage bonds maturing June 1, 1946, assumed by this Company December 23, 1910, par value authorized, \$24,500,000; outstanding not held by respondent, \$23,380,000; interest accrued during the year, \$485,784.44; amount paid during the year, \$443,760.

*Purpose of Issue:* For purchase of railway or other property issued during the year, \$39,625,000, first and refunding mortgage, cash realized, \$35,691,232.50.

Assumed with Railway and other properties of The Oregon Railroad & Navigation Company, \$23,380,000 par value; total par value outstanding, \$63,005,000.

*Total Capitalization:* Par value outstanding, \$113,005,000, all assigned to railways, 1,760.04 miles; per mile of line, \$64,205.

*Discount on Securities:* Funded debt, Oregon-Washington Railroad & Navigation Company, first refunding mortgage bonds, \$3,933,767.50, charged to Profit and Loss during the year, \$2,433,767.50; to be charged during remaining life of securities, \$1,500,000.

*Expenditures for Additions and Betterments During the Year:* Entire line, road, \$113,048,153.19; equipment, \$8,850,381.03; general expenditures, \$22.48; total, \$121,898,556.70.

The above amount includes properties acquired December 23, 1910, through issue of securities as follows:

*Road:* The Oregon Railroad & Navigation Company, \$69,089,600.41; Columbia River & Oregon Central Railroad Company, \$730,580.98; Columbia Southern Railway Company, \$1,051,298.41; Idaho Northern Railroad Company, \$1,379,742.25; Ilwaco Railroad Company, \$941,627.03; Lake Creek and Coeur d'Alene Railroad Company, \$757,532.27; North Coast Railroad Company, \$7,174,959.55; Oregon-Washington & Idaho Railroad Company, \$3,400,000; Snake River Valley Railroad Company, \$1,805,948.28; Umatilla Central Railroad Company, \$315,000; Oregon-Washington Railroad Company, \$19,488,508.33; Spokane Union Depot Company, \$2,198,000; Malheur Valley Railway Company, \$550,000; Northwestern Railroad Company, \$2,640,000; Oregon Eastern Railway Company, \$275,000; total, \$111,797,797.51.

*Equipment:* The Oregon Railroad & Navigation Company, \$6,506,189.54; Columbia River & Oregon Central Railroad, \$219,419.02; Columbia Southern Railway Company, \$23,701.59; Idaho Northern Railroad Company, \$18,350; Ilwaco Railroad Company, \$54,374.28; Lake Creek & Coeur d'Alene Railroad Company, \$32,467.73; North Coast Railroad Company, \$289,046.31; Snake River Valley Railroad Company, \$459,051.72; Oregon & Washington Railroad Company, \$1,240,110.12; Spokane Union Depot Company, \$2,000; total, \$8,844,710.31.

*Expenditures for New Line or Extensions During the Year:* Road, \$3,364,287.61; general expenditures, \$88,452.84; total entire line, \$3,452,740.45.

*Road and Equipment Investment to June 30, 1911:* Road, \$116,412,440.80; equipment, \$8,850,381.03; general expenditures, \$88,475.32; total, \$125,351,297.15, less reserve for accrued depreciation, \$67,760.01; net total, \$125,283,537.14; per mile of line, \$71,182.21. State of Oregon apportioned on road mileage basis, total, \$60,156,087.50, less reserve for depreciation, \$32,518.03; net total, \$60,123,569.47; cost per mile of line, \$71,182.21.

## INCOME ACCOUNT.

<b>OPERATING INCOME:</b>	
Operating revenues .....	\$ 7,958,053 47
Operating expenses .....	5,322,763 37
Net operating revenues .....	\$ 2,635,290 10
<b>OUTSIDE OPERATIONS:</b>	
Revenues .....	\$ 222,952 57
Expenses .....	268,329 94
Net deficit from outside operations .....	\$ 45,377 37
Total net revenues .....	\$ 2,589,912 73
Taxes accrued .....	389,494 33
Operating income .....	\$ 2,200,418 40
<b>OTHER INCOME:</b>	
Rents accrued from lease of road .....	\$ 99,953 33
Rents of joint facilities .....	35,171 15
Separately operated profit .....	12,161 14
Interest on funded debt owned .....	4,210 17
Miscellaneous income .....	35,267 74
Gross corporate income .....	\$ 2,387,181 98
<b>DEDUCTIONS:</b>	
Rents and lease of others roads .....	\$ 50,390 94
Hire of equipment—balance .....	184,981 95
Joint facilities .....	334,298 49
Miscellaneous rents .....	875 48
Interest on funded debt .....	1,146,649 88
Other interest .....	418,061 21
Total deductions .....	\$ 2,084,707 08
Net corporate income carried to profit and loss .....	\$ 302,474 08

*Profit and Loss—Credit:* Surplus for the year from income account, \$302,474.03; additions for year, amount received in reduction of the indebtedness of this Company to the Oregon Short Line Railroad Company, in accordance with resolution adopted by the O. S. L. R. R. Company, September 22, 1911, \$6,190,769.57; pay checks and vouchers written off \$4,135.93; abandoned property, \$97,898.50; total, \$6,595,278.03.

*Debit:* Extinguishment of discount on securities, \$2,433,767.50; deductions for year, uncollectible and other accounts, charged off, \$3,114.86; advances to Portland & Asiatic Steamship Company, \$91,576.27; surplus June 30, 1911, \$4,066,819.40; total, \$6,595,278.03.

## OPERATING REVENUE—STATE OF OREGON.

Account	Intrastate revenue	Interstate revenue assigned to State	Total revenue whole line
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight .....	\$ 826,544 07	\$ 2,827,215 11	\$3,653,759 18
Passenger .....	\$ 548,772 75	\$ 874,989 25	\$1,418,762 00
Excess baggage .....	6,282 80	15,160 60	20,443 40
Mail .....			132,157 82
Express .....			83,580 28
Other passenger train revenue .....	28 50	2,496 11	2,524 61
Total passenger service train revenue .....	\$ 549,084 05	\$ 892,645 96	\$1,657,454 11
Switching revenue .....		16,492 46*	16,492 46
Special train service revenue .....	100 00	5,244 24	5,344 24
Miscellaneous transportation revenue .....			80,714 72
Total revenue from transportation .....	\$ 1,375,728 12	\$ 3,741,597 77	\$5,368,764 71
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Station and train privileges .....			5,294 32
Parcel-room receipts .....	400 18		400 18
Storage, freight .....			845 99
Storage, baggage .....	909 59		909 59
Car service .....			6,281 16
Telegraph and telephone service .....			554 16
Rents of buildings and other property .....			9,087 76
Miscellaneous .....	66 00		2,790 29
Total revenue from operations other than transportation .....	\$ 1,375 77		26,118 45
Joint facilities revenue, Credit .....			16,612 71
Total operating revenues State .....	\$ 1,377,108 89	\$ 3,741,597 77	\$5,406,490 87
Total operating revenues entire line .....			7,958,053 47

\*Switching revenue not separated between State and interstate.

*Securities Owned*—Stocks: Not held in sinking or other funds, railway companies active, Camas Prairie Railroad Company, par value, \$10,000; cost or book value, \$10,000; other than railway companies active, Portland & Asiatic Steamship Company, par value \$99,300; cost or book value, \$1.00; other than railway companies inactive, Ilwaco Wharf Company, total par value \$50.00, cost or book value, \$1.00; Ilwaco Steam Navigation Company, par value, \$150; cost or book value, \$1.00; total stocks, \$109,500 par value; \$10,003 cost or book value.

*Funded Debt*: Railway companies active, Northern Pacific Terminal Company, par value \$159,000, cost or book value \$172,133.75; interest accrued, \$4,210.17.

*Advances to Proprietary Affiliated and Controlled Companies for Construction, Equipment and Betterments*: Clearwater Valley Railroad Company, \$415.65; Northern Pacific Terminal Company, \$401,171.59; Oregon Eastern Railway Company, \$139,615.60; Oregon Short Line Railroad Company, \$7,393.92; total, \$548,596.76.

Temporary advances, Portland Terminal Investment Company, \$16,256.04; Camas Prairie Railroad Company, \$16,991.60; total, \$33,247.64.

*Operating Expenses*—State of Oregon: Maintenance of way and structures, \$582,825.78; Maintenance of Equipment, \$522,972.54; traffic expenses, \$148,380.95; transportation expenses, \$1,843,247.51; general expenses, \$145,687.36; total, \$3,243,114.14.

Ratio of operating expenses to operating revenues, 59.99 per cent.

Entire Line: Maintenance of way and structures, \$943,784.18; maintenance of equipment, \$763,075.09; traffic expenses, \$281,346.46; transportation expenses, \$3,065,812.26; general expenses, \$268,745.38; total, \$5,322,763.37.

Ratio of operating expenses to operating revenues, 66.89 per cent.

*Taxes:* In Oregon, \$275,772.33; in Washington, \$96,174.24; Idaho, \$17,003.68; United States corporation tax, \$544.08; total, \$389,949.33.

*Important Changes During the Year:* 98.08 miles from Atallia, Washington, to North Yakima, Washington, put into operation March 24, 1911. 2.78 miles from Midvale, Washington, to Sunnyside, Washington, put into operation March 24, 1911; 2.88 miles from Argo, Washington, to Seattle, Washington, put into operation May 1, 1911; 19.36 miles, from St. Johns Junction to Troutdale, Oregon, put into operation June 18, 1911; lease taken on Des Chutes Railroad, 71.30 miles from Des Chutes Junction to North Junction; 18.40 miles from South Junction to Madras.

On December 23, 1910, 50,000,000 par value of capital stock, issued and on January 31, 1911, 39,625,000 face value first and refunding mortgage bonds were issued.

## GENERAL BALANCE SHEET.

### ASSETS.

Property investment, road and equipment .....	\$125,351,297.15
Reserved for accrued depreciation .....	67,760.01
	<u>\$125,243,537.14</u>
Securities owned .....	182,136.75
Advances to proprietary affiliated and controlled companies for construction, equipment and betterments .....	548,596.76
Working assets .....	4,726,008.26
Accrued income not due .....	4,770.00
Deferred debit items .....	1,783,037.67
Grand total .....	<u>\$132,528,086.58</u>

### LIABILITIES.

Capital Stock, common .....	\$ 50,000,000.00
Funded debt .....	63,005,000.00
Working liabilities (including \$9,106,024.60) advanced by O. S. L. R. R. Company .....	14,015,675.41
Accrued liabilities not due .....	477,734.18
Deferred credit items .....	962,857.59
Surplus .....	4,066,819.40
Grand total .....	<u>\$132,528,086.58</u>

## EMPLOYEES AND SALARIES—ENTIRE LINE.

Class	Number	Entire line total compensation	Average daily compensation
General officers .....	48	\$ 90,249 89	\$ 12 17
Other officers .....	75	104,077 88	7 53
General office clerks .....	724	334,183 02	2 88
Station agents .....	132	58,487 72	2 72
Other stationmen .....	563	206,041 89	2 22
Enginemen .....	295	224,842 12	
Firemen .....	307	139,028 86	
Conductors .....	183	126,328 06	
Other trainmen .....	434	257,300 89	
Machinists .....	182	116,114 63	3 60
Carpenters .....	180	93,687 83	2 71
Other shopmen .....	749	317,318 57	2 53
Section foremen .....	215	89,493 69	2 27
Other trackmen .....	1723	337,016 11	1 52
Switch tenders, crossing tenders, and watchmen .....	40	31,812 21	3 39
Telegraph operators and dispatchers .....	155	78,608 56	2 72
Employees, account floating equipment .....	217	63,027 49	2 09
All other employees and laborers .....	1915	906,170 60	2 31
Total (including general officers) .....	8082	\$ 3,627,288 64	
Total (excluding general officers) .....	7989	\$ 3,537,038 75	

NOTE: Average daily compensation for train and enginemen not shown as their services were upon mileage basis.

## TRAFFIC AND MILEAGE STATISTICS—STATE OF OREGON.

*Passenger Traffic:* Number passengers carried earning revenue, \$583,844.00; passengers carried one mile, \$53,920,799; one mile per mile of road, \$70,697; average distance carried, 92.35 miles.

Total passenger revenue, \$1,418,762; average amount received from each passenger, \$2.43004; per passenger per mile, \$.002631.

Total passenger service train revenue, \$1,657,454.11; per mile of road, \$2,173.14; per train mile, \$1.83425.

*Freight Traffic:* Number of tons carried of freight earning revenue, 1,920,169; tons carried of intrastate freight carrying revenue, 832,928; tons carried one mile, 317,964,346; tons carried one mile intrastate, 46,258,306; tons carried one mile per mile of road, 416,893; one mile (intrastate) per mile of road, 60,651; average distance haul of one ton, 165.59; average distance haul one ton intrastate, 55.54.

Total freight revenue, \$3,653,759.18; total intrastate freight revenue, \$826,544.07; average amount received for each ton of freight, \$1.90283; average amount received for each ton of intrastate freight, \$.99234; average receipts per ton per mile, \$.01149; average receipts per ton per mile (intrastate) \$.01787.

Freight revenue per mile of road, \$4,790.56; per train mile, \$6.15077.

Total Traffic: Operating revenues, \$5,406,490.87; per mile of road, \$7,088.62; per train mile, \$3.77806.

Operating expenses, \$3,243,114.14; per mile of road, \$4,252.15; per train mile, \$2.26629.

Net operating revenue, \$2,163,376.73; per mile of road, \$2,836.47.

Average number of passengers per car mile, 16; per train mile, 60; average number passenger cars per train mile, 6.25; average number tons of freight per loaded car mile, 20.73; per train mile, 538.26; average number freight cars per train mile, 31.01; average number loaded cars per train mile, 25.82; average number empty cars per train mile, 4.29.

Average mileage operated during the year, 762.70.

*Locomotive Mileage*—Revenue service: Freight, 655,097; passenger, 944,879; mixed, 68,499; special, 2,605; switching, 277,096; total revenue locomotive mileage, 1,948,176.

Non-revenue service, locomotive miles, 129,102.

*Car Mileage*—Revenue service: Freight car, loaded, 15,337,634; empty, 2,545,869; caboose, 538,663; total freight car miles, 18,422,166.

Passenger car miles: Passenger, 1,785,712; sleeping, parlor and observation, 1,633,177; other passenger, 2,232,073; total passenger car miles, 5,650,962.

Special car miles: Freight, loaded, 19,298; freight, empty, 78; caboose, 1,829; passenger, 6,994; other passenger, 23; total special car miles, 28,222.

Total revenue car mileage, 24,101,350.

Non-revenue service car miles, 880,850.

*Train Mileage*—Revenue service: Freight, 525,515; passenger, 835,095; mixed, 68,518; special, 1,895; total revenue train, 1,431,023.

Non-revenue service train miles, 85,887.

#### TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

*Passenger Traffic*: Number of passengers carried earning revenue, 1,053,424; passengers carried one mile, 88,605,908; one mile per mile of road, 51,684; average distance carried, 84.11 miles.

Total passenger revenue, \$2,379,298.30; average amount received from each passenger, \$2.25863; per passenger per mile, \$.02685.

Total passenger service train revenue, \$2,732,215.91; per mile of road, \$1.593.70; per train mile, \$1.6071.

*Freight Traffic*: Number of tons carried of freight earning revenue, 2,694,980; tons carried one mile, 431,729,453; tons carried one mile per mile of road, 251,828; average distance haul of one ton, 160.20 miles.

Total freight revenue, \$5,073,332.87; average amount received for each ton of freight, \$1.88251; average receipts per ton per mile, \$.01175.

Freight revenue per mile of road, \$2,959.28; per train mile, \$4.78863.

Total traffic: Operating revenue, \$7,958,053.47; per mile of road, \$4,640.94; per train mile, \$3.04275.

Operating expenses, \$5,322,763.37; per mile of road, \$3,104.77; per train mile, \$2,03514.

Net operating revenue, \$2,635,290.10; per mile of road, \$1,537.17.

Average number of passengers per car mile, 15; per train mile, 52; average number of passenger cars per train mile, 5.47; average number of tons of freight per loaded car mile, 20.49; per train mile, 406.82; average number of freight cars per train mile, 24.81; average number of loaded cars per train mile, 19.85; average number of empty cars per train mile, 4.10; average mileage operated during the year, 1,714.38.

*Locomotive Mileage*—Revenue service: Freight, 1,078,628; passenger, 1,684,559; mixed, 159,595; special, 4,814; switching, 438,099; total, 3,365,695.

Non-revenue service, locomotive miles, 299,092.

*Car Mileage*—Revenue service: Freight car, loaded, 21,069,944; empty, 4,349,962; caboose, 908,014; total freight car miles, 26,327,920.

Passenger car miles: Passenger, 3,237,217; sleeping, parlor and observation, 2,681,154; other passenger, 3,426,423; total passenger car miles, 9,344,794.



Special car miles: Freight, loaded, 23,626; empty, 78; caboose, 2,896; passenger, 4,205; sleeping, parlor and observation, 6,695; other passenger, 300; total special car miles, 27,800.

Total revenue car mileage, 35,710,514.

Non-revenue service car miles, 5,093,574.

*Train Mileage*—Revenue service: Freight, 905,534; passenger, 1,551,790; mixed, 155,692; special, 3,017; total revenue train, 2,615,433.

Non-revenue service train miles, 238,059.

#### FREIGHT TRAFFIC MOVEMENT—IN TONS—ENTIRE LINE.

*Products of Agriculture*: Grain, 271,507; flour, 52,993; other mill products, 28,750; hay, 40,509; tobacco, 497,000; cotton, 183; fruit and vegetables, 34,441; other products of agriculture, 5,945; total, 434,825.

*Products of Animals*: Livestock, 49,489; dressed meats, 9,198; other packing house products, 4,305; poultry, game and fish, 6,805; wool, 2,860; hides and leather, 5,166; other products of animals, 5,468; total, 83,291.

*Products of Mines*: Anthracite coal, 9; bituminous coal, 113,125; coke, 689; ores, 395,317; stone, sand and other like articles, 195,516; other products of mines, 111,920; total, 816,576.

*Products of Forests*: Lumber, 862,876; other products of forests, 96,662; total, 959,538.

*Manufactures*: Petroleum and other oils, 26,618; sugar, 6,776; naval stores, 125; iron, pig and bloom, 2,813; iron and steel rails, 25,460; other casting and machinery, 37,022; bar and sheet metal, 9,986; cement, brick and lime, 66,342; agricultural implements, 6,372; wagons, carriages, tools, etc., 7,368; wines, liquors and beers, 5,337; household goods and furniture, 8,928; other manufactures, 60,019; total, 263,166.

Merchandise, 96,557; miscellaneous, other commodities not mentioned above, 41,027; total tonnage, 2,694,980.

#### INTRASTATE FREIGHT TRAFFIC MOVEMENT—IN TONS— STATE OF OREGON.

*Products of Agriculture*: Grain, 95,574; flour, 27,726; other mill products, 18,049; hay, 13,974; fruit and vegetables, 1,126; other products of agriculture, 179; total, 156,628.

*Products of Animals*: Livestock, 12,246; dressed meats, 6,019; other packing house products, 824; poultry, game and fish, 104; wool, 539; hides and leather, 186; other products of animals, 1,334; total, 21,252.

*Products of Mines*: Bituminous coal, 3,197; coke, 85; stone, sand and other like articles, 119,052; other products of mines, 104,765; total, 227,099.

*Products of Forests*: Lumber, 296,031; other products of forests, 53,725; total, 349,756.

*Manufactures*: Petroleum and other oils, 17,708; sugar, 593; iron, pig and bloom, 559; iron and steel rails, 3,362; other casting and machinery, 1,134; bar and sheet metal, 1,103; cement, brick and lime, 10,577; agricultural implements, 253; wagons, carriages, tools, etc, 63; wines, liquors and beers, 488; household goods and furniture, 500; other manufactures 5,136; total, 41,476.

Merchandise, 27,045; miscellaneous, other commodities not mentioned above, 9,672; total tonnage, 832,928.

*Description of Equipment*—Entire Line: Locomotives owned, passenger, 78; freight, 171; switching, 26; total locomotives in service, 275;

cars owned, in passenger services, first class 83, second class 12; combination, 7; observation, 2; dining, 15; buffet, 2; motor, 6; baggage, express and postal, 61; others, 5; total, 193; in freight service, box, 4,206; flat, 699; stock, 462; coal, 100; tank, 45; others, 90; total, 5,702; in company's service, officers, 4; derrick, 7; caboose, 102; other road, 1,078; total, 1,191; total cars owned and in service, 6,986.

Four locomotives owned not in service of this company.

## MILEAGE.

	In Oregon	Entire line
<b>Miles of single track:</b>		
Line owned: Main line .....	440.54	884.37
Branches and spurs .....	38.92	745.38
Line operated under contract .....	89.70	89.70
Line operated under lease .....	2.89	2.89
Line operated under trackage rights .....	18.16	184.61
Total mileage operated .....	864.71	1,856.40
<b>Miles of second track</b>		
Line owned: Main line .....	14.34	18.21
Line operated under trackage rights .....	1.65	49.79
Total .....	16.09	68.00
<b>Yards, tracks and sidings:</b>		
Line owned: Main line .....	122.01	212.31
Branches and spurs .....	36.85	99.55
Line operated under contract .....	5.70	5.70
Line operated under lease .....	19.64	19.64
Line operated under trackage rights .....	7.80	30.21
Total .....	192.00	367.41
Total mileage operated all tracks .....	1062.80	2,291.81
<b>New line constructed during the year:</b>		
Single track .....	118.75	222.59
Second track .....	14.34	18.21
Yards, tracks and sidings .....	8.02	21.63
Total .....	141.11	262.43

*Renewals of Rails and Ties*—State of Oregon: Rails, steel, 2,038.82 tons, 90 lb. .62, 80 pound, 7.79, 75 lb.; total, 2,047.23 ton; average price at distributing point, \$37.91.

Ties: Burnettized, 103,563, average price .5380; untreated, 51,495, average price .431; burnettized switch ties, 2,543, average price \$1.055; untreated switch ties, 100, average price, .575; untreated bridge ties, 310, average price .412; total, \$158,011, average price .5009.

*Characteristics of Road*—State of Oregon: Miles, 827.55; alignment, number of curves, 2,018; aggregate length of curved line, 312.58 miles; length of straight line, 514.97 miles.

Profile: Length of level line, 137.43 miles; ascending grades, 480, sum of ascents, 20,510.1 feet; aggregate length of ascending grades, 477 miles; descending grades, 390; sum of descents, 7,871.3 feet; aggregate length of descending grades, 212.57 miles.

Bridges: Iron, 84; aggregate length 11,587 feet; wooden, 5, aggregate length 446 feet; combination 1,169 feet; total, 90; aggregate length 12,202.

Trestles: 522; aggregate length 61,730 feet; tunnels, 14, aggregate length 12,020 feet.

Overhead highways crossing, 16; over head railway crossings, 9.

Gauge of track, 4 feet 8½ inches, 827.55 miles.

Telegraph, 96.80 miles of line, poles and wires are owned by the O.-W. R. & N. Company and operated jointly with the Western Union Telegraph Company. 41.35 miles of line, pole line and 41.35 miles of wire owned by the O. W. R. & N. Company and operated jointly with the Chicago, Milwaukee and Puget Sound Railroad Company, 239.72 miles of line and 2,480.82 miles of wire owned and operated solely by this company. 132 miles of wire owned by North Idaho Telephone Company operated on O.-W. R. & N. Company's poles; 82.70 miles of wire owned by the C. M. & P. S. Ry. Company operated on joint O.-W. R. & N. Company and C. M. & P. S. Railway Company's poles. 1353.62 miles of line; 4,363.04 miles of wire owned and operated by Western Union Telegraph Company. 471.72 miles of wire owned by Western Union Telegraph Company operated by this Company. 701.85 miles of wire, owned by Western Union, operated jointly by Western Union Telegraph Company and O.-W. R. & N. Company.

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## THE OREGON RAILROAD & NAVIGATION COMPANY.

Organized July 16, 1896, under the laws of Oregon.

Effective at midnight December 23, 1910, all property of The Oregon Railroad & Navigation Company, together with all its rights and franchises, except its right as a corporation, were conveyed to the Oregon-Washington Railroad & Navigation Company.

The operating results exhibited in this report represent only transactions reported during the period July 1, to December 23, 1910, inclusive, arrangements having been made between the two companies whereby adjustments and delayed transactions subsequent thereto would be taken up on the books of the Oregon-Washington Railroad & Navigation Company.

This Company was dissolved on March 1, 1911, under the laws of the State of Oregon, under which it was incorporated.

*Directors:* Wm. L. Bull, Maxwell Evarts, Robert S. Lovett, Wm. Rockefeller, Jacob F. Schiff, C. C. Stillman, W. D. S. Thorne, Wm. G. Rockefeller, all of New York City; Henry C. Frick, Pittsburg, Pa.; Robert L. Gerry, Newport, R. I.; Marvin Hughitt, Chicago; Otto H. Kahn, Morristown, N. J.; W. W. Cotton, Portland, Oregon; J. P. O'Brien, Portland, Oregon; Mortimer L. Shift, Oyster Bay, New York.

*Officers:* Chairman of Executive Committee and President, Robert S. Lovett; Vice-Presidents, J. C. Stubbs; J. Kruttschnitt, Wm. Mahl, J. P. O'Brien; Secretary, Alex Millar; Treasurer, Frederick V. S. Crosby; General Attorney and Assistant Secretary, W. W. Cotton; General Counsel, Maxwell Evarts; Comptroller, Wm. Mahl; Assistant Comptroller, H. S. Bradt; Auditor, R. Blaisdell; General Auditor, Mr. C. B. Seger; Assistant Treasurer, R. Lee Barnes.

## ROAD OPERATED.

	In Oreg	Entire line
<b>Line owned:</b>		
<b>Main line</b>		
West line of Front Street, to East line of Willamette river bridge, Portland, Oregon, .22 miles; East Portland to Huntington, Oregon, 400.02 miles; Umatilla, Oregon, to Washington State line, 20.76 miles	421.00	627.59
<b>Branches and Spurs</b>		
Albina, Oregon, to Kenton, Oregon, 10.82 miles; Biggs, Oregon, to Columbia Southern Railway Company's connection .47 miles; Heppner Junction, to Heppner, Oregon, 45.40 miles; La Grande to Joseph, Oregon, 88.58 miles; Pendleton, to Oregon Washington State line 41.37 miles	181.64	501.72
<b>Line operated under leases</b>		
Columbia Southern Railway Company, Biggs, to Shaniko, Oregon, 69.46 miles; Columbia River & Oregon Central Railway Company, Arlington to Condon, Oregon, 45.31 miles; Umatilla Central Railroad Company, Pilot Rock Junction, to Pilot Rock, Oregon, 14.21 miles; Northern Pacific Terminal Company East Portland, to Albina, Oregon 2.54 miles	181.52	211.94
<b>Line operated under trackage right</b>		
Northern Pacific Terminal Company, west line of Front street Portland, to center Union Station	.21	149.88
<b>Total</b>	<b>784.37</b>	<b>1,490.58</b>

*Outside Operations:* Boat lines on Willamette, Columbia and Snake Rivers—parlor and chair car service, dining and special car service, in Oregon, Washington and Idaho.

*Roads or Tracks Acquired Through Lease or Agreements:* Northern Pacific Terminal Company, 2.54 miles, perpetual lease dated June 3, 1890. Interest rental until property is acquired under existing agreement to purchase.

The Snake River Valley Railroad Company, 65.85 miles, July 1, 1907, to June 1, 1912. Semi-annual rental \$70,000 plus interest rental of 6% per annum on additional expenditure for additions and betterments.

Columbia Southern Railway Company, 69.46 miles, July 1, 1907, to July 1, 1912, semi-annual rental, \$28,000 plus interest rental 6% per annum on additional expenditures for additions and betterments.

Columbia River & Oregon Central Railroad Company, 45.31 miles; July 1, 1907, to July 1, 1912, semi-annual rental, \$22,000, plus interest rental of 6% per annum on additional expenditures for additions and betterments.

Umatilla Central Railroad Company, 14.21 miles, July 1, December 16, 1907, to June 30, 1912. Semi-annual rental \$9,500.

Spokane Union Depot Company, .39 miles, September 8, 1908, to September 8, 1913. Lease of terminal properties of Spokane, Washington, operated by this Company, rental, \$15,000.

Lake Creek & Coeur d'Alene Railroad Company, 14.18 miles, July 1, 1910, to June 30, 1915. Semi-annual rental, \$21,000.

*Tracks Assigned to Another Carrier Through Lease:* Northern Pacific Terminal Company, .586 miles, January, 1883, to January 1, 1933, rental \$1 per annum. Cost of maintenance and all assessments for taxes or street improvements to be paid by the N. P. T. Company.

*Capitalization:* Capital stock, common and preferred stock all cancelled prior to dissolution of corporation.

*Funded Debt:* Oregon Railroad & Navigation Company consolidated mortgage bonds to the extent of \$23,380,000, assumed by the Oregon-Washington Railroad & Navigation Company, December 23, 1910. Interest accrued, \$449,415.56; amount paid, \$495,080.

*Expenditures for Additions and Betterments:* July 1, 1910, to December 23, 1910, road, \$4,425,995.07; equipment, \$4,040,380.22; total entire line, \$8,466,375.09; total State of Oregon, \$4,466,351.62.

NOTE.—Included in the above amount is \$608,734.02 charged to equipment and \$3,040,845.70 charged to road which represents appropriations from income in previous years for expenditures, which were included in the sale price of the property to the Oregon-Washington Railroad & Navigation Company on December 23, 1910, charged back to Road and Equipment and credited to Profit and Loss.

*Expenditures for New Lines or Extensions*—Entire Line: Road, \$290,365.58; general expenditures, \$941.55; total, \$291,307.13. Total State of Oregon, \$153,676.16.

Total cost to December 23, 1910, entire line, \$71,972,220.96; cost per mile of line, \$62,998.13.

In Oregon—Total cost, \$37,968,225.44; per mile of line, \$62,998.13.

NOTE.—Expenditures for cost of road and equipment have been apportioned to the State of Oregon, upon a road mileage basis.

### INCOME ACCOUNT.

<b>OPERATING INCOME:</b>	
Operating revenue .....	\$ 8,075,948 19
Operating expenses .....	4,916,731 52
Net operating revenues .....	\$ 8,159,216 67
<b>OUTSIDE OPERATIONS:</b>	
Revenues .....	\$ 231,925 75
Expenses .....	232,842 55
Net deficit from outside operations .....	\$ 916 80
Total net revenue .....	\$ 8,158,299 87
Taxes accrued .....	888,049 55
Operating income .....	\$ 2,770,250 32
<b>OTHER INCOME:</b>	
Rent of joint facilities .....	\$ 40,734 16
Interest on funded debt owned .....	17,823 67
Miscellaneous income .....	17,844 36
	\$ 76,402 19
Gross corporate income .....	\$ 2,846,652 51
<b>DEDUCTIONS:</b>	
Rents for lease of other roads .....	\$ 193,029 28
Hire of equipment—balance .....	291,308 10
Joint facilities .....	188,278 19
Miscellaneous rents .....	344 52
Interest on funded debt .....	449,415 56
Other interest .....	12,761 88
Total deductions .....	\$ 1,085,087 08
Net corporate income carried to credit of profit and loss .....	\$ 1,761,615 48

## PROFIT AND LOSS ACCOUNT.

## CREDIT:

Balance June 30, 1910.....	\$ 5,478,710 89
Surplus from income account.....	1,761,615 48
Other properties—profit.....	50,694 49
Additions for the year—	
Accounts written off.....	22,443 05
Interest prior to fiscal year.....	29,858 88
Profit on Columbia Southern Ry. Co. bonds sold.....	64,239 86
Appropriations from income in previous years included in sale	
price of property for additions and betterments.....	3,040,845 70
Equipment.....	608,784 02
Profit from sale of property.....	3,623,768 99
Sinking fund, contributions and earnings.....	718,554 63
Total.....	\$ 15,899,264 99

## DEBIT:

Abandoned property.....	\$ 10,659 97
Cost of surveys written off.....	5,969 92
Construction advances written off.....	491,562 64
Advances to Portland & Asiatic S. S. Co.....	49,249 06
Estimated Liabilities Dec. 31, 1910, paid to O. W. R. & N. Company	
for settlement.....	528,266 17
Dividends declared.....	14,818,557 24
Total.....	\$ 15,899,264 99

NOTE: Dividends declared, \$14,818,557.24, represents a final distribution of the assets of the company to its stockholders in liquidation of its affairs after distributing to the stockholders an amount equal to the par value of their stock.

Profit from sale of property \$3,623,768.99 reflects the difference between the cost of the property of the Company and the amount received therefor through its sale to the O. W. R. & N. Company December 23, 1910.

## OPERATING REVENUES—STATE OF OREGON.

July 1, 1910, to December 23, 1910.

Account	Intrastate revenue	Interstate revenues as- signed to State	Total revenues
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight.....	\$ 1,181,084 35	\$ 3,052,226 58	\$ 4,183,260 93
Passenger.....	652,795 45	966,798 20	1,619,588 65
Excess baggage.....	5,918 12	13,505 20	19,423 32
Parlor and chair car.....			
Mail.....			120,889 27
Express.....			92,873 94
Other passenger train revenue.....	240 30	3,538 60	3,778 80
Total passenger service train revenue.....	\$ 658,953 87	\$ 988,886 90	\$ 1,856,504 00
Switching revenue.....		17,755 07	17,755 07
Special service train revenue.....			6,687 00
Miscellaneous transportation revenue.....			44,026 53
Total revenue from transportation.....	\$ 1,789,988 22	\$ 4,053,818 55	\$ 6,108,288 53
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Station and train privileges.....			4,065 99
Parcel room receipts.....	393 01		393 01
Storage, freight.....			728 26
Storage, baggage.....	1,066 66		1,066 66
Car service.....			13,571 33
Telegraph and telephone service.....			719 80
Rents of buildings and other property.....			8,805 91
Miscellaneous.....			21,563 55
Total revenue from operations other than transportation.....	\$ 1,459 67	\$	\$ 45,909 51
Joint facilities revenue credit.....			15,048 85
Total operating revenue State.....	1,791,447 89	4,053,818 55	6,169,791 89
Total operating revenues, entire line.....			\$ 8,075,948 19

*Operating Expenses*—State of Oregon: July 1, 1910, to December 23, 1910, maintenance of way and structures, \$744,380.02; maintenance of equipment, \$514,541.16; traffic expenses, \$119,402.59; transportation expenses, \$1,866,537.51; general expenses, \$131,818.25; total, \$3,376,679.53.

Ratio of operating expenses to operating revenue, 55.63 per cent.

*Operating Expenses*—Entire line: July 1st, 1910, to December 23, 1910—Maintenance of way and structures, \$1,082,408.13; maintenance of equipment, \$731,586.86; traffic expenses, \$180,368.93; transportation expenses, \$2,722,572.21; general expenses, \$199,795.39; total, \$4,916,731.52.

Ratio of operating expenses to operating revenue, 60.88 per cent.

*Taxes and Assessments*: Oregon, \$233,376.39; Washington, \$127,880.46; Idaho, \$17,200.51; United States corporation tax, \$9,592.19; total \$388,049.55.

*Important Changes During the Year*: 1.75 miles from Maegler Junction to Kenton, Oregon, put in operation December, 1910.

Decrease: 2.01 miles East Portland to Huntington, Oregon, account change of line and measurement.

Sold to O.-W. R. & N. Company, Camas Prairie Railroad Company, capital stock \$10,000 par value, Portland & Asiatic Steamship Company, capital stock, \$99,300 par value; Northern Pacific Terminal Company, bonds, \$112,000 par value.

Sold to O. S. L. Railroad Company, Columbia Southern Railroad Company's bonds, \$700,000 par value.

The railways and property of this company were sold to the O.-W. R. & N. Company on December 23, 1910, for \$55,000,000, that company in addition thereto assuming \$23,380,000 consolidated mortgage bonds of this company outstanding on that date.

#### EMPLOYEES AND SALARIES—ENTIRE LINE.

Class	Num-ber	Total compen-sation	Average daily compen-sation
General officers.....	29	\$ 43,798 83	\$ 9 68
Other officers.....	51	65,221 16	6 82
General office clerks.....	642	240,841 84	2 20
Station agents.....	102	36,959 26	2 58
Other stationmen.....	515	192,199 23	2 17
Enginemen.....	262	188,822 77	-----
Firemen.....	270	127,167 43	-----
Conductors.....	145	100,247 46	-----
Other trainmen.....	489	254,160 89	-----
Machinists.....	136	112,944 65	3 91
Carpenters.....	223	88,494 80	2 68
Other shopmen.....	780	302,967 27	2 47
Section foremen.....	197	81,115 44	2 23
Other trackmen.....	1,254	478,163 47	1 71
Switch tenders, crossing tenders and watchmen.....	57	20,708 17	2 36
Employees account, floating equipment.....	156	67,072 20	1 89
Telegraph operators and dispatchers.....	123	70,985 48	2 60
All other employees and laborers.....	1,233	465,438 09	2 28
Total (including general officers).....	6,713	\$2,936,807 94	-----
Total (excluding general officers).....	6,684	\$2,893,014 11	-----

NOTE: Number of employees is as of December 31, 1910. Average daily compensation for train and enginemen not shown as their services were upon a mileage basis.

## TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

(July 1, 1910, to December 23, 1910.)

*Passenger Traffic:* Number passengers carried earning revenue, 891,409; passengers carried one mile, 85,916,064; one mile per mile of road, 57,696; average distance carried, 96.38 miles.

Total passenger revenue, \$2,210,619.51; average amount received from each passenger, \$2.47992; per passenger per mile, \$.02573.

Total passenger service train revenue, \$2,534,407.94; per mile of road, \$1,701.95; per train mile, \$1,815.98.

*Freight Traffic:* Number of tons carried of freight earning revenue, 2,431,018; tons carried one mile, 445,751,951; tons carried one mile per mile of road, 299,339; average distance haul of one ton, 183.36 miles.

Total freight revenue, \$5,372,148.80; average amount received for each ton of freight, \$2.20984; average receipts per ton per mile, \$.01205.

Freight revenue per mile of road, \$3,607.60; per train mile, \$5.59784.

*Total Traffic:* Operating revenues, \$8,075,948.19; per mile of road, \$5,423.30; per train mile, \$3,601.99.

Operating expenses, \$4,916,731.52; per mile of road, \$3,301.77; per train mile, \$2,192.93.

Net operating revenue, \$3,159,216.67; per mile of road, \$2,121.53.

Average number of passengers per car mile, 17; per train mile, 62; average number passenger cars per train mile, 5.65; average number tons of freight per loaded car mile, 21.36; per train mile, 464.48; average number freight cars per train mile, 26.95; average number loaded cars per train mile, 21.75; average number empty cars per train mile, 4.32.

Average mileage operated during the year, 1,489.12.

*Locomotive Mileage*—Revenue service: Freight, 1,017,596; passenger, 1,399,908; mixed, 114,089; special, 672; switching, 480,355; total, 3,012,620.

Non-revenue service, locomotive miles, 160,022.

*Car Mileage*—Revenue service: Freight car, loaded, 20,870,406; empty, 4,143,535; caboose, 848,295; total freight car miles, 25,862,236.

Passenger car miles: Passenger, 2,568,539; sleeping, parlor and observation, 2,430,589; other passenger, 2,888,370; total passenger car miles, 7,887,498.

Special car miles: Passenger, 425; sleeping, parlor and observation, 94; other passenger, 1,193; total special car miles, 1,712.

Total revenue car mileage, 33,751,446.

Non-revenue service car miles, 892,377.

*Train Mileage*—Revenue service: Freight, 845,958; passenger, 1,281,890; mixed, 113,724; special, 509; total revenue train, 2,242,081.

Non-revenue service train miles, 109,566.

## TRAFFIC AND MILEAGE STATISTICS—STATE OF OREGON.

*Passenger Traffic:* Number passengers carried earning revenue, 558,110; passengers carried one mile, 63,866,776; one mile per mile of road, 87,141; average distance carried, 114.43.

Total passenger revenue, \$1,619,588.65; average amount received from each passenger, \$2.90192; per passenger per mile, \$.02536.



Total passenger service train revenue, \$1,856,504; per mile of road, \$2,533.05; per train mile, \$2.10615.

*Freight Traffic:* Number of tons carried of freight earning revenue, 1,842,463; tons carried of intrastate freight carrying revenue, 757,038; tons carried one mile, 358,241,133; tons carried one mile intrastate, 61,435,449; tons carried one mile per mile of road, 488,793; one mile (intrastate) per mile of road, 83,824; average distance haul of one ton, 194.44 miles; average distance haul one ton intrastate, 81.15 miles.

Total freight revenue, \$4,183,260.93; total intrastate freight revenue, \$1,131,034.35; average amount received for each ton of freight, \$2.27047; average amount received for each ton of intrastate freight, \$1.49403; average receipts per ton per mile, \$.01168; average receipts per ton per mile (intrastate) \$.01841.

Freight revenue per mile of road, \$5,707.74; per train mile, \$6.43992.

*Total Traffic:* Operating revenues, \$6,169,791.99; per mile of road, \$8,418.21; per train mile, \$4.17415.

Operating expenses, \$3,376,679.53; per mile of road, \$4,607.22; per train mile, \$2.28448.

Net operating revenue, \$2,793,112.46; per mile of road, \$3,810.99.

Average number of passengers per car mile, 18; per train mile, 72; average number passenger cars per train mile, 6.43; average number tons of freight per loaded car mile, 21.30; per train mile, 551.49; average number freight cars per train mile, 31.37; average number loaded cars per train mile, 25.89; average number empty cars per train mile, 4.55.

Average mileage operated during the year, 732.91.

*Locomotive Mileage*—Revenue service: Freight, 731,362; passenger, 924,731; mixed, 53,262; special, 107; switching, 334,416; total revenue locomotive mileage, 2,043,878.

Non-revenue locomotive miles, 106,166.

*Car Mileage*—Revenue service: Freight car, loaded, 16,816,666; empty, 2,956,190; caboose, 603,394; total freight car miles, 20,376,250.

Passenger car miles: Passenger, 1,767,187; sleeping, parlor and observation, 1,764,466; other passenger, 2,139,637; total passenger car miles, 5,671,290.

Special car miles: Passenger, 107; sleeping, parlor and observation, 84; other passenger, 149; total special car miles, 340.

Total revenue car mileage, 26,047,880.

Non-revenue service car miles, 597,553.

*Train Mileage*—Revenue service: Freight, 596,522; passenger, 828,395; mixed, 53,072; special, 107; total revenue train, 1,478,096.

Non-revenue service train miles, 70,161.

#### FREIGHT TRAFFIC MOVEMENT—IN TONS—ENTIRE LINE.

*Products of Agriculture:* Grain, 299,797; flour, 40,778; other mill products, 19,157; hay, 33,227; tobacco, 343; cotton, 166; fruit and vegetables, 72,925; other products of agriculture, 7,121; total, 473,514.

*Products of Animals:* Livestock, 46,720; dressed meats, 6,066; other packing-house products, 4,091; poultry, game and fish, 12,480; wool, 5,286; hides and leather, 6,082; other products of animals, 3,952; total, 84,677.

*Products of Mines:* Anthracite coal, 737; bituminous coal, 153,146; coke, 492; ores, 308,226; stone, sand and other like articles, 94,229; other products of mines, 105,882; total, 662,712.

*Products of Forests:* Lumber, 764,657; other products of forests, 91,940; total, 856,597.

*Manufactures:* Petroleum and other oils, 25,447; sugar, 7,779; naval stores, 36; iron, pig and bloom, 4,241; iron and steel rails, 18,584; other castings and machinery, 40,641; bar and sheet metal, 8,249; cement, brick and lime, 65,921; agricultural implements, 4,524; wagons, carriages, tools, etc., 5,228; wines, liquors and beers, 4,425; household goods and furniture, 8,249; other manufactures, 45,075; total, 238,399.

Merchandise, 91,552; miscellaneous, other commodities not mentioned above, 23,567; total tonnage, 2,431,018.

### INTRASTATE FREIGHT TRAFFIC MOVEMENT—IN TONS.

*Products of Agriculture:* Grain, 127,950; flour, 20,584; other mill products, 11,182; hay, 15,576; cotton, 17; fruit and vegetables, 6,840; other products of agriculture, 165; total, 182,314.

*Products of Animals:* Livestock, 20,627; dressed meats, 6,086; other packing house products, 589; poultry, game and fish, 568; wool, 380; hides and leather, 264; other products of animals, 398; total, 28,912.

*Products of Mines:* Bituminous coal, 6,333; coke, 83; ores, 86; stone, sand and other like articles, 40,388; other products of mines, 96,063; total, 142,953.

*Products of Forests:* Lumber, 258,168; other products of forests, 61,818; total, 319,986.

*Manufactures:* Petroleum and other oils, 18,111; sugar, 842; iron, pig and bloom, 1,430; iron and steel rails, 1,010; other casting and machinery, 2,196; bar and sheet metal, 153; cement, brick and lime, 16,113; agricultural implements, 253; wagons, carriages, tools, etc., 165; wines, liquors and beers, 1,030; household goods and furniture, 984; other manufactures, 4,118; total, 46,405.

Merchandise, 30,810; miscellaneous, other commodities not mentioned above, 5,658; total tonnage, 757,038; total tonnage, within the state, intrastate and interstate, 1,842,463.

*Description of Equipment—Entire Line:* December 23, 1910; locomotives in service, passenger, 47; freight, 123; switching, 14; total, 183; less locomotives leased, 16; total locomotives owned, 167; cars in passenger service, first class, 64; second class, 12; combination, 5; observation, 2; dining, 13; buffet, 2; motor, 3; baggage, express and postal, 44; others, 5; total, 150; cars in freight service: box, 3,107; flat, 338; stock, 354; tank, 45; others, 20; total, 3,864; cars in company's service, officers and pay, 4; derrick, 6; caboose, 73; other road, 869; total, 952.

Total cars in service, 4,966, less cars leased, 616; total cars owned, 4,350.

Equipment owned or leased not in service of the company: Locomotives, 6.

## MILEAGE—December 23, 1911.

	In Oregon	Entire line
<b>Miles single track—</b>		
Line owned: Main line .....	421.00	627.59
Branches and spurs .....	181.64	501.72
Line operated under lease .....	181.52	211.94
Line operated under trackage rights .....	.21	149.38
<b>Total .....</b>	<b>784.37</b>	<b>1,490.58</b>
<b>Yard track and sidings—</b>		
Line owned: Main line .....	118.34	153.50
Branches and spurs .....	21.08	169.02
Line operated under lease .....	84.85	52.01
Line operated under trackage rights .....		27.06
<b>Total .....</b>	<b>174.22</b>	<b>401.59</b>
<b>Total mileage operated on all tracks .....</b>	<b>908.59</b>	<b>1,892.17</b>
<b>Rails, iron .....</b>	<b>14.85</b>	<b>73.19</b>
<b>Rails, steel .....</b>	<b>893.53</b>	<b>1,818.98</b>
<b>New lines constructed during period, July 1st to December 23, 1910:</b>		
Single track .....	1.76	1.76
Yard, track and sidings .....	3.53	3.79
<b>Total all tracks .....</b>	<b>5.29</b>	<b>10.55</b>

*Renewals of Rails and Ties*—State of Oregon: New steel rails laid during the year, 2,350.50 gross tons, 90 pound, average price at distributing point, \$36; 4.02 gross tons, 75 pounds per yard, average price at distributing point, \$39.60.

New Ties laid during the Year: Burnetized, cross ties, 134,900, average price at distributing point, \$.549; untreated, 27,826, average price at distributing point, \$.335; burnetized switch, 1,836, average price at distributing point, \$.832; untreated switch, 208, average price at distributing point, \$.524; untreated bridge, 462, average price, \$.412; total, \$165,232; average price, \$.51.

*Total Fuel Consumed by Locomotives*: In Oregon, 190,823 tons; average cost at distributing point, \$4.652 per ton.

Total miles run, 2,150,044; average pounds consumed per mile, 177.51.

*Characteristics of Road*—State of Oregon: Mileage, 734.16; Alignment, number of curves, 1,756; aggregate length of curve line, 256.80 miles; length of straight line, 477.36 miles.

Profile: Length of level line, 100.33 miles, ascending grades, 443; sum of ascents, 15,569.8 feet; aggregate length of ascending grade, 427.13 miles; descending grades, 382; sum of descents, 7,810.1 feet; aggregate length of descending grades, 206.70 miles.

Bridges: Iron, 79; aggregate length, 10,697; wooden, 5,446 feet; combination 1, 169 feet; total, 85, aggregate length 11,312 feet.

Trestles, 428, aggregate length 53,814 feet; tunnels 7, aggregate length 3,027 feet.

Overhead highway crossings, 13; overhead railway crossings, 7.

Gauge of track, 4 feet, 8½ inches; 734.16 miles.

Telegraph: Line owned, 60.20; miles wire, 70; operated by this Company, 60.20 miles of wire; in addition there are owned 2,073.56 miles of wire on Western Union Telegraph Company poles, operated by this Company.

Line owned by Western Union Telegraph Company located on this Company's property: Miles of line, 1,266.02; miles of wire, operated by Western Union Telegraph Company, 4,363.04; operated by this Company, 471.72 miles; operated jointly by this Company and Western Union Telegraph Company, 614.25 miles.

## OREGON-WASHINGTON RAILROAD COMPANY.

Organized May 12, 1906, under the laws of Oregon.

Effective at midnight December 23, 1910, property of the Oregon-Washington Railroad Company used or required for railroad purposes in the near future together with certain rights and franchises, were conveyed to the Oregon-Washington Railroad & Navigation Company.

The operating results exhibited represent only transactions recorded during the period of July 1 to December 23, 1910, inclusive, arrangements having been made between the two companies whereby adjustments and delayed transactions subsequent thereto would be taken up on the books of the Oregon-Washington Railroad & Navigation Company.

Report includes in addition income for remainder of fiscal year, from real estate not conveyed to the Oregon-Washington Railroad & Navigation Company.

*Directors:* R. Blaisdell, W. W. Cotton, W. A. Robbins, C. G. Sutherland, James G. Wilson, all of Portland; J. D. Farrell, Seattle, Washington; R. S. Lovett, New York City.

*Officers:* President and General Attorney, W. W. Cotton; Vice-President, J. D. Farrell; Secretary, James G. Wilson; Treasurer, F. V. S. Crosby; Counsel, R. S. Lovett; Comptroller, Wm. Mahl; Assistant Comptroller, H. S. Bradt; Auditor, R. Blaisdell; General Auditor, C. B. Seger; Chief Engineer, J. R. Holmes; Traffic Manager, R. B. Miller; General Freight and Passenger Agent, W. D. Skinner.

*Road Operated and Owned:* Owned, main line, 21.09; branches and spurs, 37.82; operated under trackage rights, 185.07; total, 243.98 miles.

In Oregon: Owned main line, Dana Junction to North Portland Junction, 1.04 miles; operated under trackage rights, Northern Pacific Terminal Company, from Portland depot to Front Street, .21 miles; O. R. & N. Company, Front Street to Union Avenue, Portland, .73 miles; East Portland to Dana Junction 11.02 miles; S. P. & S. Railway Company, North Portland Junction to center of Columbia River Bridge, 1.65 miles; total, 13.61; total operated in Oregon, 14.65 miles.

*Outside Operations and Other Properties:* This Company rents equipment for dining and special car service and rents real estate not used for railroad purposes in the State of Washington, the book value of which is \$10,109,555.83.

## CAPITALIZATION.

Total par value authorized, outstanding not held by respondent, \$1,000,000, issued for cash and par value realized in cash.

Expenditures for additions and betterments, July 1 to December 23, 1910, \$2,751.73.

Expenditures for new lines or extensions July 1 to December 23, 1910, \$2,316,519.66; equipment, \$150,346.16; general expenditures, \$2,417,991.59; total entire line, \$4,884,857.41.

Total investment to December 23, 1910, \$31,427,215.52.

Real estate not conveyed to Oregon-Washington Railroad & Navigation Company, \$10,143,219.78. Net total, \$21,283,995.74; proceeds from sale to Oregon-Washington Railroad & Navigation Company, \$20,728,618.45; balance, \$555,377.29.

*Income Account:* July 1, 1910, to June 30, 1911; operating revenue, \$935,725.78; operating expenses, \$572,412.62; net operating revenue, \$363,313.16; outside operations revenues, \$24,195.82; expenses, \$29,929.67; net deficit from outside operations, \$5,733.85; total net revenue, \$357,579.31.

Taxes accrued, \$17,470.11.

Operating income, \$340,109.20; joint facility, \$2,655.78.

Gross corporate income, \$342,764.98.

Deductions from gross corporate income, rents accrued for lease of other road, \$74.19; hire of equipment balance, \$51,789.94; joint facilities, \$233,904.64; other interest, \$12,163.36; total deductions, \$297,932.13; net corporate income carried to the credit of profit and loss, \$44,832.85.

*Profit and Loss Account*—Debit: Balance June 30, 1910, \$61,350.39; loss on operation of property not used for railroad purposes, \$54,716.15; uncollectible accounts, \$39.23; total, \$116,105.77.

Credit: Surplus for year from income account, \$44,832.85; adjustment of accounts, \$13,460.85; liabilities written off, \$57.65; deficit June 30, 1911, \$57,754.42; total, \$116,105.77.

### OPERATING REVENUE—STATE OF OREGON. (July 1 to December 23, 1910.)

Account	Intrastate revenue	Interstate revenue assigned to State	Total revenue
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight .....	\$ 3,425 00	\$ 44,601 58	\$ 47,926 68
Passenger .....	\$ 28 82	\$ 37,875 93	\$ 37,904 75
Excess baggage .....	1 66	346 94	348 60
Parlor and chair car .....			
Mail .....			245 00
Express .....			2,084 14
Other passenger train revenue .....		30 88	30 88
Total passenger service train revenue .....			\$ 40,618 46
Special train service revenue .....			9 00
Miscellaneous transportation revenue .....			37 50
Total revenue from transportation .....			\$ 88,568 73
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Station and train privileges .....			340 63
Car service .....			463 12
Total revenue from operations other than transportation .....			\$ 752 75
Total operating revenues State .....			\$ 89,321 48
Total operating revenues entire line .....			\$ 985,725 78

*Operating Expenses*—State of Oregon: July 1 to December 23, 1910, maintenance of way and structures, \$9,133.28; maintenance of equipment, \$3,882.95; traffic expenses, \$4,270.52; transportation, \$54,262.66; general expenses, \$2,852.09; total, \$74,401.50.

Ratio of operating expense to operating revenue, 83.30 per cent.

Entire line: Maintenance of way and structures, \$75,942.09; maintenance of equipment, \$31,709.73; traffic expenses, \$61,008.44; transportation expenses, \$380,251.89; general expenses, \$23,500.47; total operating expenses, \$572,412.62.

Ratio of operating expenses to operating revenue, 61.17 per cent.

Taxes and assessments in Oregon, \$765.57; in Washington, \$16,704.54; total, \$17,470.11.

*General Balance Sheet*—Assets: Road and equipment, \$555,377.29; other investments physical property, \$10,109,555.83; working assets, \$45,429.45; deferred debit items, \$59,927.44; deficit, \$57,754.42; grand total, \$10,828,044.43.

*Liabilities*: Capital stock, common, \$1,000,000; obligations for advances, received from O. S. L. R. R. Company for construction equipment and betterments, \$9,741,917.59; working liabilities, \$76,227.61; deferred credit items, \$1,899.23; grand total, \$10,828,044.43.

#### EMPLOYEES AND SALARIES—ENTIRE LINE.

Class	Number	Total compensation	Average daily compensation
General officers.....	9	\$ 22,110 68	\$ 13 97
Other officers.....	2	11,345 16	18 47
General office clerks.....	69	34,008 62	3 08
Station agents.....	10	4,704 19	3 43
Other stationmen.....	54	24,047 41	2 47
Enginemen.....	32	23,850 32	-----
Firemen.....	39	16,741 39	-----
Conductors.....	28	15,212 23	-----
Other trainmen.....	78	32,601 29	-----
Machinemen.....	6	3,742 32	4 21
Carpenters.....	-----	189 54	2 74
Other shopmen.....	39	17,282 80	2 44
Switch tenders, crossing tenders and watchmen.....	3	1,033 55	1 95
Telegraph operators and dispatchers.....	3	1,407 91	2 51
All other employees and laborers.....	435	246,246 83	2 78
Total (including general officers).....	807	\$ 453,633 24	-----
Total (excluding general officers).....	798	\$ 431,522 56	-----

NOTE: The average daily compensation for train and enginemen not shown as basis has not been prescribed for converting service rendered on mileage basis to days worked.

#### TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE. (July 1 to December 23, 1910.)

*Passenger Traffic*: Number of passengers carried earning revenue, 166,736; passengers carried one mile, 15,179,977; one mile per mile of road, 65,820; average distance carried, 91.04 miles.

Total passenger revenue, \$432,548.28; average amount received from each passenger, \$2.59421; per passenger per mile, \$.02849.

Total passenger service train revenue, \$455,920.17; per mile of road, \$1,976.85; per train mile, \$2.16447.

*Freight Traffic:* Number of tons carried of freight earning revenue, 332,593; tons carried one mile, 32,382,240; tons carried one mile per mile of road, 140,408; average distance haul of one ton, 97.36 miles.

Total freight revenue, \$464,450.97; average amount received for each ton of freight, \$1.39645; average receipts per ton per mile, \$.01434.

Freight revenue per mile of road, \$2,013.84; per train mile \$3.28533.

Total traffic: Operating revenues, \$935,725.78; per mile of road, \$4,057.26; per train mile, \$2.66910.

Operating expenses, \$52,412.62; per mile of road, \$2,481.95; per train mile, \$1.63278.

Net operating revenue, \$363,313.16; per mile of road, \$1,575.31.

Average number of passengers per car mile, 15; per train mile, 72; average number of passenger cars per train mile, 6.51; average number of tons of freight per loaded car mile, 18.85; per train mile, 229.05; average number of freight cars per train mile, 16.21; average number of loaded cars per train mile, 12.14; average number of empty cars per train mile, 3.07; average mileage operated during the year, 230.63.

*Locomotive Mileage*—Revenue service: Freight, 142,460; passenger, 209,886; mixed, 1,432; switching, 51,042. Total, 404,820.

Non-revenue service, locomotive miles, 12,164.

*Car Mileage*—Revenue service: Freight car, loaded, 1,717,262; empty, 434,688; caboose, 139,450; total freight car miles, 2,291,400.

Passenger car miles: Passenger, 493,116; sleeping, parlor and observation, 511,210; other passenger, 367,235; total passenger car miles, 1,371,561.

Total revenue car mileage, 3,662,961.

Non-revenue service car miles, 74,692.

*Train Mileage*—Revenue service: Freight, 139,939; passenger, 209,206; mixed, 1,432; total revenue train, 350,577.

Non-revenue service train miles, 9,602.

## TRAFFIC AND MILEAGE STATISTICS—STATE OF OREGON.

July 1 to December 23, 1910.

*Passenger Traffic:* Number passengers carried earning revenue, 90,305; passengers carried one mile, 1,249,590; one mile per mile of road, 85,296; average distance carried, 13.84.

Total passenger revenue, \$37,904.75; average amount received from each passenger, \$.41974; per passenger per mile, \$.03033.

Total passenger service train revenue, \$40,613.46; per mile of road, \$2,772.25; per train mile, \$2.54438.

*Freight Traffic:* Number of tons carried of freight earning revenue, 223,003; tons carried of intrastate freight earning revenue, 7,254; tons carried one mile, 2,619,712; tons carried one mile intrastate, 39,022; tons average amount received for each ton of intrastate freight, \$.47216; carried one mile per mile of road, 178,820; one mile (intrastate) per mile of road, 2,664; average distance haul of one ton, 11.75 miles; average distance haul one ton intrastate, 5.38.

Total freight revenue, \$47,926.67; total intrastate freight revenue, \$3,425.08; average amount received for each ton of freight, \$.21491; average receipts per ton per mile, \$.01829; average receipts per ton per mile (intrastate) \$.08777.

Freight revenue per mile of road, \$3,207.45; per train mile, \$5.19587.

*Total Traffic:* Operating revenues, \$89,321.48; per mile of road, \$6,097.03; per train mile, \$3.5447.

Operating expenses, \$74,401.50; per mile of road, \$5,078.60; per train mile, \$2,954.08.

Net operating revenue, \$14,919.98; per mile of road, \$1,018.43.

Average number of passengers per car mile, 16; per train mile, 78; average number passenger cars per train mile, 6.83; average number tons of freight per loaded car mile, 19.46; per train mile, 284.01; average number freight cars per train mile, 18.66; average number loaded cars per train mile, 14.60; average number empty cars per train mile, 3.05.

Average mileage operated during the year, 14.65.

*Locomotive Mileage*—Revenue service: Freight, 9,454; passenger, 16,094; total revenue locomotive mileage, 25,548.

Non-revenue service, locomotive miles, 1,839.

*Car Mileage*—Revenue service: Freight car, loaded, 134,631; empty, 27,170; caboose, 9,360; total freight car miles, 172,161.

Passenger car miles: Passenger, 37,701; sleeping, parlor and observation, 42,497; other passenger, 28,897; total passenger car miles, 109,095.

Total revenue car mileage, 281,256.

Non-revenue service car miles, 4,342.

*Train Mileage*—Revenue service: Freight, 9,224; passenger, 15,962; total revenue train, 25,186.

Non-revenue service train miles, 1,617.

#### FREIGHT TRAFFIC MOVEMENT—IN TONS—ENTIRE LINE.

July 1 to December 23, 1910.

*Products of Agriculture*: Grain, 19,346; flour, 2,807; other mill products, 1,459; hay, 7,057; cotton, 92; fruit and vegetables, 9,298; other products of agriculture, 1,760; total, 41,819.

*Products of Animals*: Livestock, 6,912; dressed meats, 1,202; other packing house products, 681; poultry, game and fish, 3,004.53; wool, 43; hides and leather, 2,088; other products of animals, 1,012; total, 15,391.

*Products of Mines*: Anthracite coal, 214; bituminous coal, 31,570; ores, 1,619; stone, sand and other like articles, 4,641; other products of mines, 564; total, 38,608.

*Products of Forests*: Lumber, 158,187; other products of forests, 3,527; total, 161,714.

*Manufactures*: Petroleum and other oils, 1,242; sugar, 107; naval stores, 30; iron, pig and bloom, 1,861; iron and steel rails, 7,441; other casting and machinery, 6,602; bar and sheet metal, 2,272; cement, brick and lime, 12,042; agricultural implements, 94; wagons, carriages, tools, etc., 657; wines, liquors and beers, 2,251; household goods and furniture, 1,596; other manufactures, 17,927; total, 54,122.

Merchandise, 12,484; miscellaneous, other commodities not mentioned above, 8,091; total tonnage, 332,593.

*Intrastate Freight Traffic Movement in Tons*—State of Oregon: Products of agriculture, other mill products, 10; products of forest, lumber, 6,949; manufactures, cement, brick and lime, 120; merchandise, 48; miscellaneous, 127; total, 7,254.

*Description of Equipment*: December 23, 1910, combination cars, 1; dining cars, 2; total in passenger service, 3; in freight service, box, 622; flat, 250; stock, 100; coal, 100; others, 50; total, 1,122; in company's service, caboose, 15; other road, 102; total, 117.

Total cars in service, and owned, 1,242.



## OREGON & CALIFORNIA RAILROAD COMPANY.

Organized March 17, 1870, under the laws of Oregon. Operated by the Southern Pacific Company.

*Directors:* Wm. F. Herrin, San Francisco; W. W. Cotton, Portland, Oregon; P. F. Dunne, San Francisco; W. D. Fenton, Portland, Oregon; L. R. Fields, Portland, Oregon; H. E. Huntington, New York City; R. Koehler, Portland, Oregon; R. S. Lovett, New York City; J. McCracken, Portland, Oregon; J. P. O'Brien, Portland, Oregon; C. G. Sutherland, Portland, Oregon.

*Officers:* President, R. S. Lovett; Vice-President, J. P. O'Brien; Second Vice-President, Wm. F. Herrin; Secretary, W. W. Cotton; Treasurer, A. K. Van Deventer; Auditor, A. D. McDonald; Chief Engineer, G. W. Boschke; Land Commissioner, B. A. McAllister.

### ROAD LEASED TO SOUTHERN PACIFIC.

From—	To	Miles
Portland .....	California State Line .....	367.18
Portland .....	Corvallis .....	96.25
Woodburn .....	Natron .....	94.73
Albany Junction .....	Lebanon .....	11.38
Portland .....	Airlie .....	73.11
Sheridan Junction .....	Sheridan .....	7.23
Mohawk Junction .....	Wendling .....	15.93
Springfield Junction .....	Springfield .....	1.13
Beaverton .....	Willsburg Junction .....	10.35
O.-W. R. & N. East Portland .....	West end Willamette bridge .....	.39
N. P. Terminal trackage .....	Through terminal grounds at Portland .....	.41
Total .....		678.09

The property of this Company is leased to the Southern Pacific Company for thirty-four years from August 1, 1893, at an annual rental of \$5000, and other specified contingent sums.

The lessee Company is to operate the railroad of the lessor company, and out of the earnings and income derived therefrom, pay the cost of operating, maintaining, etc., and after all these payments are deducted, the lessee applies the residue of net income to the payment of interest and sinking fund contributions of the bonded indebtedness of the lessor company.

Accounting under the lease shall be made on the first day of November of each year. If the balance of net earnings payable to the lessor by the lessee for any year shall exceed 7 per cent of the par value of the then existing preferred stock, and 6 per cent per annum on the par value of the then existing common stock, then the lessee shall be entitled to all of such excess.

The lessee has a right to reimburse itself for any deficiency out of subsequent earnings at 6 per cent per annum.

*Capitalization:* Capital stock, common, total par value authorized, outstanding and not held by respondent, \$7,000,000; preferred, total par value, authorized, outstanding and not held by respondent, \$12,000,000; total, \$19,000,000. The entire issue was for reorganization purposes and par value realized in cash.

*Funded Debt:* First mortgage, 5% bonds; total par value authorized, \$20,000,000. Outstanding not held by respondent, \$17,745,000. Interest accrued during the year, \$887,250. Amount paid during the year, \$887,775. Total capitalization, \$36,745,000; per mile of line, \$55,095.

*Expenditures for Additions and Betterments and New Lines During the Year:* \$613,369.46; total cost to June 30, 1911; \$40,908,730.05; cost per mile of line, \$61,337.95.

*Income Account:* Gross income from lease of road, \$4,144,660.40; salaries and maintenance of organization, \$3,530.45; taxes accrued, \$431,551.22; net income from lease of road, \$3,709,578.73; other income, \$5,365.27; gross corporate income, \$3,714,944. Deductions from gross corporate income, \$1,699,603.72; net corporate income, carried to the credit of profit and loss, \$2,015,340.28.

*Profit and Loss Account*—Debit: Balance June 30, 1910, \$950,792.24; property abandoned, \$6,196.84; surplus, \$1,076,761.31; total, \$2,033,750.39. Credit: Balance for the year from income account, \$2,015,340.28; income from Land Trust fund, \$5,910.11; overcharge for rental Beaverton & Willsburg Railroad in previous year, \$12,500. Total, \$2,033,750.39.

*General Balance Sheet*—Assets: Road and equipment, \$40,908,730.05; other investments, \$29,282.11; deferred debit items, \$1,252,684.89; grand total, \$42,190,697.05; contingent assets, \$9,211.16.

*Liabilities:* Capital stock, \$19,000,000; mortgage bonds, \$17,745,000; working liabilities, \$3,790,902.23; deferred credit items, \$581,286.29; surplus, \$1,076,761.31; grand total, \$42,193,949.83; contingent liabilities, \$5,958.38.

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## OREGON SHORT LINE RAILROAD COMPANY.

Organized February 1, 1897, under the laws of Utah, Act approved January 22, 1897.

*Directors:* Oliver Ames, Samuel Carr, Oliver W. Mink, all of Boston, Mass.; George M. Buck, Maxwell Evart, R. S. Lovett, Wm. Rockefeller, Wm. G. Rockefeller, W. V. S. Thorne, F. A. Vanderlip, all of New York City; R. L. Gerry, Newport, R. I.; Marvin Hugitt, Chicago, Ill.; Otto H. Kahn, Morristown, N. J.; W. S. McCornick, Salt Lake City, Utah; M. L. Schiff, Oyster Bay, N. Y.

*Officers:* Chariman of the Board and President, R. S. Lovett; Vice-President and Comptroller, Wm. Mahl; Vice-President and General Manager, W. H. Bancroft; Vice-President and Director of Maintenance and Operation, J. Kruttschnitt; Secretary, Alexander Miller; Treasurer, F. V. S. Crosby; General Counsel, Maxwell Evart; General Attorney, P. L. Williams; Assistant Comptroller, H. S. Bradt; General Auditor, C. B. Seger; Auditor, C. J. McNitt; Director of Purchases, W. V. S. Thorne; Chief Engineer, Carl Stradley; General Superintendent, E. C. Manson; Traffic Director, J. C. Stubbs; General Freight Agent, J. A. Reeves; General Passenger Agent, D. E. Burley; Tax Agent, J. B. Evans.

*Transportation Corporations Controlled:* Active, Central Idaho Railroad Company; Lemhi & Salmon Valley Railroad Company; Oregon & Washington Railroad Company; Oregon-Washington Railroad & Navigation Company; Salt Lake & Idaho Railroad Company; Des Chutes Railroad Company.

## ROAD OPERATED.

	In Oregon	Entire line
Line owned:		
Main line.....		990.52
State line to Huntington, Oregon.....	15.42	
Branches and spurs.....		578.92
Line operated under lease.....		95.17
Malheur Junction to Brogan, 37.33, Blake Junction, Ore., to Homestead, Ore., 57.84.....	95.17	
Line operated under trackage rights.....		11.58
Total.....	110.59	1,646.19

*Outside Operations and Other Properties:* Dining and special car service, owned and operated on line, hotels and restaurants owned, Pocatello, Cache Junction, Yellowstone, Salt Lake. Other properties, Steamships, Mongolia and Manchuria, chartered to Pacific Mail Steamship Company, book value \$5,068,730.87.

## CAPITALIZATION.

*Capital Stock*—Common: Total par value authorized outstanding not held by respondent, \$100,000,000. Dividends declared during the year, \$68,680,000.

*Purpose of Issue:* Issued for cash during the year, 725,399 shares, cash realized, \$72,539,900. Total number of shares outstanding, 725,415. Total cash realized, \$72,541,500. Issued for reorganization, pursuant to plan of reorganization dated February 20, 1897, 274,585 shares.

## FUNDED DEBT.

	Mortgage bonds	Collateral bonds	Plain bonds	Income bonds	Total
Outstanding.....	\$58,052,000 00	\$100,000,000	\$39,146,783 38	\$ 370,000 00	\$197,568,783 38
In sinking fund.....	217,000 00				
Total par value not held by respondent.....	57,835,000 00	100,000,000	39,146,783 48	370,000 00	197,351,783 38
Interest accrued during the year.....	2,202,000 00	4,000,000	1,565,871 34	141,216 00	7,909,087 40
Interest paid dur- ing the year.....	2,122,817 50	3,996,120	1,565,871 34	920,575 00	8,605,383 84

Purpose of issue:	
Issued for purchase of railway or other property.....	\$ 45,724,000 00
Issued for acquisition of securities.....	39,146,783 38
Issued for refundment of securities.....	100,000,000 00
Issued for reorganization.....	12,698,000 00
Total.....	\$ 197,568,783 38

Total capitalization par value outstanding assigned to railways, \$297,568,783.38; amount per mile of line, \$186,442.

*Expenditures for Additions and Betterments*—During Year—Entire Line, \$15,600,324.44; includes equipment, \$5,874,234.60 and cost of the following roads purchased, Boise City Railway & Terminal Company,

\$123,237.19; Malad Valley Railroad, \$528,636.19; Minnedoka & Southwestern Railroad, \$2,667,141.75; St. Anthony Railroad, \$543,196.09; Salmon River Railroad Company, \$1,291,945.11; Wyoming Western Railroad, \$391,318.18; Yellowstone Park Railroad, \$2,530,470.06; San Francisco, Idaho & Montana Railway, \$38,093.60; total, \$8,114,038.17.

Cost of road and equipment to June 30, 1911, \$85,676,555.71; State of Oregon—on road mileage basis, \$831,062.58; cost per mile of line, \$53,681.04.

## INCOME ACCOUNT.

<b>OPERATING INCOME:</b>		
Operating revenues.....		\$ 19,883,467 74
Operating expenses.....		10,389,055 51
Net operating revenue .....		\$ 9,494,412 23
<b>OUTSIDE OPERATIONS:</b>		
Revenues.....	\$ 348,980 47	
Expenses .....	369,428 50	
Net deficit from outside operations .....		20,498 08
Total net revenue.....		\$ 9,473,914 20
Taxes accrued .....		825,548 07
Operating income.....		\$ 8,648,366 13
<b>OTHER INCOME:</b>		
Rent of joint facilities.....	\$ 89,099 41	
Rents accrued from lease of road.....	51,331 88	
Dividends on stocks owned .....	11,254,408 50	
Interest on funded debt owned .....	1,681,069 18	
Miscellaneous income.....	6 00	
Interest on loans and accounts.....	731,617 55	
Total other income .....		\$ 13,807,527 50
Gross corporate income.....		\$ 22,455,893 63
<b>DEDUCTIONS:</b>		
Rents for lease of other roads .....	\$ 280,246 55	
Hire of equipment—balance .....	332,362 73	
Joint facilities .....	72,538 15	
Interest on funded debt.....	7,909,087 40	
Other interest .....	270,717 01	
Sinking and redemption funds chargeable to income.....	12,013 33	
Total deductions.....		\$ 8,856,965 17
Net corporate income .....		\$ 13,598,928 46
Dividends declared on common stock .....		10,000,000 00
Surplus for the year carried to credit of profit and loss .....		\$ 3,598,928 46

### PROFIT AND LOSS ACCOUNT.

**CREDIT:**

Balance June 30, 1910	\$ 52,938,004 88
Surplus for the year from income account	3,598,928 46
Other properties—profit	301,800 00
Additions for year; profits from sale of stocks of,	
Northern Securities Company	2,292,112 90
Great Northern Railway Company	28,121,642 12
Northern Pacific Railway Company	16,656,246 46
Great Northern Iron Ore property	6,658,676 98
Interest accruing prior to July 1, 1910	633,235 74
Dividends on stocks of leased lines	142,998 27
Adjustments in accounts	1,840 00
Liabilities written off	3,926 28
Profit on capital stock distribution of the O. R. R. & N. Co. on stock owned by this Company and adjustments between the cost and the proceeds received from sale of railways and property to O. W. R. & N. Co.	4,439,112 53
<b>Total</b>	<b>\$ 95,786,484 07</b>

**DEBIT: Deductions for year:**

Preliminary surveys written off	\$ 44,254 75
Abandoned property not to be replaced	20,424 86
Uncollectable accounts written off	33,730 59
Miscellaneous payments	185 60
Dividends declared on common stock, 58.68%	58,680,000 00
Surplus June 30, 1911	37,007,888 27
<b>Total</b>	<b>\$ 95,786,484 27</b>

*Operating Revenues*—Entire Line: Revenue from transportation, freight, \$13,736,374.69; passenger, \$4,877,723.89; excess baggage, \$79,432.82; mail revenue, \$459,355.12; express, \$453,629.51; other passenger train revenue, \$1,507.92; total passenger service train revenue, \$5,871,649.26; switching revenue, \$15,943.30; special service train revenue, \$7,895.70; miscellaneous transportation revenue, \$69,205.00; total revenue from transportation, \$19,701,067.95.

Revenue from operations other than transportation, station and train privileges, \$13,788.93; parcel room receipts, \$9,319.35; storage, freight, \$7,412.05; storage, baggage, \$15,939.14; car service, \$35,177.64; telegraph and telephone service, \$33,361.28; rents of buildings and other properties, \$30,237.29; miscellaneous, \$54,367.62; total revenue from operations other than transportation, \$199,603.30; joint facilities revenue, Dr., \$17,203.51; total operating revenue entire line, \$19,883,467.74.

*Securities Owned*—Not held in sinking or other funds: Stock, Oregon & Washington Railroad Company, par value, \$999,300; Oregon-Washington Railroad & Navigation Company, \$49,998,500; General Idaho Company, \$220,000; Salt Lake & Idaho Railroad Company, \$160,000; San Pedro, Los Angeles & Salt Lake Company, \$12,500,000; Southern Pacific Company, pledged, \$108,000,000; unpledged, \$18,650,000; Baltimore & Ohio Railroad, common, pledged, \$10,255,400; unpledged, \$22,078,800; preferred, pledged, \$7,206,400; New York Central & Hudson River Railroad Company, \$8,000,000 pledged; \$9,857,100 unpledged; Short Line Land & Improvement Company, \$50,000; Utah Light & Railway Company, common, \$1,852,350; preferred, \$3,842,875; Yakima Valley Transportation Company, \$500,000; California Improvement Company, \$1,299,500; Los Angeles Terminal Land Company, \$150,000.

*Funded Debt*: Oregon-Washington Railroad & Navigation Company, first and refunding, par value, \$15,000,000; Payette Valley Railroad Company, \$44,000; Payette Valley Extension Railroad Company, \$140,000; San Pedro, Los Angeles and Salt Lake Railroad Company, first mortgage

pledged, \$23,443,000; unpledged, \$974,000; Utah Light & Railway Company, \$993,000; Utah Light & Power Company, \$2,000; Utah Light & Railway Company, \$5,000.

*Marketable Securities:* Chicago, Milwaukee & St. Paul Railroad Company, preferred, \$1,845,000; Chicago & Northwestern Railroad Company, common, \$4,018,700; Southern Pacific Company, 20 year gold bonds, \$66,000; 20-year convertible bonds, \$927,000.

*Operating Expenses*—Entire Line: Maintenance of way and structures, \$2,624,987.94; maintenance of equipment, \$2,065,445.72; traffic expenses, \$337,984.07; transportation expenses, \$4,859,172.51; general expenses, \$501,465.27; total, \$10,389,055.51.

Ratio of operating expenses to operating revenue, 52.25 per cent.

*Taxes and Assessments:* Oregon, \$54,946.27; Idaho, \$388,916.59; Montana, \$80,790.08; Utah, \$122,539.15; Wyoming, \$119,128.68; United States Corporation tax, \$59,227.30; total, \$825,548.07.

*Advances for Construction, Equipment and Betterments:* Central Idaho Railroad Company, \$50,180.17; Des Chutes Railroad Company, \$5,647,606.23; Lemhi-Salmon Valley Railroad Company, \$3,304.87; Northern Pacific Terminal Company, \$11,215.62; North Coast Railroad Company, \$442,455.29; Payette Valley Railway Company, \$1,677.38; Payette Valley Extension Company, \$856.63; Salt Lake & Idaho Railroad Company, \$125,606.62; Yakima Valley Transportation Company, \$683,644.04; Oregon & Washington Railroad Company, \$9,749,917.59; total, \$16,716,464.44.

*Temporary Advances for Various Purposes:* Utah Light & Railway Company, \$1,956,738.14; Oregon-Washington Railroad & Navigation Company, \$9,106,024.60; total, \$11,062,762.74.

*Obligations for advances from other companies:* Temporary advances, Union Pacific Railroad Company, \$50,173,259.27.

## GENERAL BALANCE SHEET.

### ASSETS.

Road and equipment .....	\$ 85,676,555.71
Securities .....	64,817,145.31
Other investments .....	208,859,334.71
Working assets .....	17,308,449.49
Accrued income, not due .....	4,934,646.93
Deferred debit items .....	14,125,973.38

Grand total ..... \$395,722,105.53

### LIABILITIES.

Capital stock, common .....	\$100,000,000.00
Mortgage bonded and secured debt .....	197,568,783.38
Working liabilities .....	52,365,208.09
Accrued liabilities not due .....	1,161,176.96
Deferred credit items .....	6,299,849.07
Appropriated surplus .....	1,319,199.76
Surplus June 30, 1911 .....	37,007,888.27

Grand total ..... \$395,722,105.53

*Employees and Salaries*—Entire line: Total, including general offices, 7,649, yearly compensation, \$6,840,525.16; total excluding general officers, 7,611, yearly compensation, \$6,678,553.65.

## TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

*Passenger Traffic:* Number of passengers carried earning revenue, 2,088,878; passengers carried one mile, 193,961,342; one mile per mile of road, 119,646; average distance carried, 92.85 miles.

Total passenger revenue, \$4,877,723.89; average amount received from each passenger, \$2.33509; per passenger per mile, \$.02515.

Total passenger service train revenue, \$5,871,649.26; per mile of road, \$3,621.95; per train mile, \$1.67992.

*Freight Traffic:* Number of tons carried of freight earning revenue, 4,913,568; tons carried one mile, 1,469,129,870; tons carried one mile per mile of road, 906,238; average distance haul of one ton, 298.99 miles.

Total freight revenue, \$13,736,374.69; average amount received for each ton of freight, \$2.79560; average receipts per ton per mile, \$.00935.

Freight revenue per mile of road, \$8,473.33; per train mile, \$4.79762.

*Total Traffic:* Operating revenues, \$19,883,467.74; per mile of road, \$12,265.19; per train mile, \$3.16185.

Operating expenses, \$10,389,055.51; per mile of road, \$6,408.53; per train mile, \$1.65206.

Net operating revenue, \$9,494,412.23; per mile of road, \$5,856.66.

Average number of passengers per car mile, 15; per train mile, 55; average number of passenger cars per train mile, 5.92; average number of tons of freight per loaded car mile, 22.20; per train mile, 513.11; average number of freight cars per train mile, 32.48; average number of loaded cars per train mile, 23.11; average number of empty cars per train mile, 8.40; average mileage operated during the year, 1,621.13.

*Locomotive Mileage*—Revenue service: Freight, 3,171,689; passenger, 3,637,792; mixed, 76,886; special, 7,226; switching, 949,488. Total, 7,843,081.

Non-revenue service, locomotive miles, 359,781.

*Car Mileage*—Revenue Service: Freight car, loaded, 66,164,386; empty, 24,048,535; caboose, 2,777,838; total freight car miles, 92,990,759.

Passenger car miles: Passenger, 6,961,440; sleeping, parlor and observation, 5,774,876; other passenger, 7,949,684; total passenger car miles, 20,686,000.

Special car miles: Freight, loaded, 68,176; empty, 264; caboose, 5,182; passenger, 17,620; sleeping, parlor and observation, 1,586; other passenger, 540; total special car miles, 93,368.

Total revenue car mileage, 113,770,127.

Non-revenue service car miles, 1,413,308.

*Train Mileage*—Revenue service: Freight, 2,787,552; passenger, 3,419,580; mixed, 75,610; special, 5,807; total revenue train, 6,288,549.

Non-revenue service train miles, 191,538.

## FREIGHT TRAFFIC MOVEMENT, IN TONS—ENTIRE LINE.

*Products of Agriculture:* Grain, 222,032; flour, 42,382; other mill products, 20,779; hay, 92,080; tobacco, 847; cotton, 397; fruit and vegetables, 388,010; other products of agriculture, 18,294. Total, 784,821.

*Products of Animals:* Livestock, 192,129; dressed meats, 1,593; other packing house products, 16,569; poultry, game and fish, 19,504; wool, 28,495; hides and leather, 8,432; other products of animals, 14,730; total, 281,452.

*Products of Mines:* Anthracite coal, 86; bituminous coal, 1,614,263; coke, 58,678; ores, 269,877; stone, sand and other like articles, 63,517; other products of mines, 94,634; total, 2,101,055.

*Products of Forests:* Lumber, 728,848; other products of forests, 4,906; total, 733,754.

*Manufactures:* Petroleum and other oils, 23,337; sugar, 65,827; naval stores, 134; iron, pig and bloom, 10,711; iron and steel rails, 63,763; other casting and machinery, 101,268; bar and sheet metal, 26,821; cement, brick and lime, 198,630; agricultural implements, 16,448; wagons, carriages, tools, etc., 22,039; wines, liquors and beers, 18,340; household goods and furniture, 28,232; other manufactures, 126,860. Total, 702,410.

Merchandise, 247,889; miscellaneous, other commodities not mentioned above, 62,187; total tonnage, 4,913,568.

*Description of Equipment*—Locomotives in service: Passenger, 65; freight, 187; switching, 36; total, 288.

Passenger cars in service: First class, 107; combination, 7; dining, 19; baggage, express and postal, 92; other cars in passenger service, 5. Total, 230.

Cars in freight service: Box, 1,827; flat, 209; stock, 1,787; coal, 3,645; total, 7,468.

Cars in company's service: Officers and pay, 5; gravel, 359; derrick, 5; caboose, 107; other road, 511; total, 987.

Total cars owned and in service, 8,685.

*Mileage of Line Operated by States*—Single Track: Oregon, main line owned, 15.42; line operated under lease, 95.17; total mileage operated, 110.59.

Wyoming, line owned main line, 92.38; branches and spurs, 30.75; total mileage operated, 123.13.

Utah, line owned main line, 113.54; branches and spurs, 91.76; line operated under trackage right, 2.89; total mileage operated, 208.19.

Idaho, line owned main line, 613.05; branches and spurs, 446.88; total mileage operated, 1,059.93.

Montana, line owned main line, 126.13; branches and spurs, 9.53; operated under trackage rights, 8.69; total mileage operated, 144.35.

Total all states owned main line, 960.52; branches and spurs, 578.92; under lease, 95.17; under trackage rights, 11.58.

*Renewals of Rails and Ties*—Entire line: New rails laid during the year, steel, tons, 23,261; average price at distributing point, \$36.48.

Ties: Laid during the year, Oregon fir burnettized, 244,843; average price, \$.965; untreated, 267,417, average price, \$.708.

*Characteristics of Road*—State of Oregon: Alignment, number of curves, 177; aggregate length of curved line, 35.99 miles; length of straight line, 74.60 miles.

Profile: Length of level line, 25.09 miles; ascending grades, 25; sum of ascents, 479 feet; aggregate length of ascending grades, 35.94 miles; descending grade, 35; sum of descents, 527 feet; aggregate length of descending grades, 49.56 miles.

Bridges: Iron, 11; aggregate length, 1,930 feet; wooden, 3; aggregate length, 257 feet.

Trestles, 35; aggregate length, 1,887.

Tunnels, 7; aggregate length, 4,078.

Gauge of track, 4 feet 8½ inches, 110.59 miles.

Telegraph: Miles of line, 7.50 miles; miles of wire, 60; operated by this company, 45 miles; operated by Western Union and this company,



7.50 miles of line, 15 miles of wire; owned by Western Union and operated by that company, 7.50 miles of line, 60 miles of wire; 15 miles of wire owned by Western Union Telegraph Company and operated by Western Union Telegraph Company and this company.

## PACIFIC & EASTERN RAILWAY COMPANY.

Organized May 27, 1907, under the laws of Oregon.

*Directors:* C. R. Gray, R. Budd, W. F. Turner, Portland, Oregon; Wm. Gerig, Medford, Oregon.

*Officers:* President, C. R. Gray; Vice-President, General Manager, Treasurer and Chief Engineer, Wm. Gerig; Secretary and Comptroller, W. F. Turner; Attorneys, Carey & Kerr; Auditor, J. W. Lawlor.

*Road Owned and Operated:* Main line, 33 miles extending from Medford to Butte Falls, Oregon; branches and spurs, 1.50 miles; total, 34.50 miles.

### CAPITALIZATION.

*Capital Stock:* Authorized par value, \$1,000,000; outstanding, not held by respondent, \$500,000; entire issue was made for purchase of railway and other property.

No dividends declared during the year.

*Funded Debt:* Total par value authorized, \$1,000,000; par value outstanding not held by respondent, \$300,000; interest accrued during the year, \$18,000; paid, \$19,500.

Funded debt was issued for the purpose of constructing and purchase of railway property and acquisition of securities.

Capitalization per mile line, \$23,189.

*Expenditures for New Line for Extensions During the Year:* Road, \$456,962.99; equipment, \$1,107.74; general expenditures, \$72,676.32; total, \$530,747.05; total cost to June 30, 1911, \$1,897,822.98; per mile line, \$55,009.35.

NOTE.—Adjustment of \$13,171.55 was made during the year in the cost of road to June 30, 1910.

*Income Account:* Operating revenues, \$26,257.13; operating expenses, \$28,960.99; operating loss, \$2,703.86; other income, hire of equipment, \$33.04; gross corporate loss, \$2,670.82; deductions from gross corporate income, interest on funded debt, \$18,000; other interest, \$2,129.40; total, \$20,129.40; net corporate loss, carried to debit of profit and loss, \$22,800.22.

*Profit and Loss—Debit:* Balance June 30, 1910, \$13,717.66; deficit during the year brought forward from income account, \$22,800.22; interest on funded debt accrued prior to July 1, 1910, \$19,500; total, \$56,017.88.

*Credit:* Adjustments to income account covering expenditures for rebuilding line put in operation prior to August 1, 1909, \$20,137.22; deficit to June 30, 1911, carried to general balance sheet, \$35,880.66; total, \$56,017.88.

NOTE.—Difference between balance June 30, 1910, as shown above, and that reported in last year's report, is due to correction of various discrepancies found upon a thorough re-check of the accounts.

*Operating Revenues*—Revenue from Transportation: Freight, \$11,-860.57; passenger, \$12,404.75; excess baggage, \$66.85; mail, \$601.02; milk, \$36.68; other passenger train revenue, \$637.26; total passenger service train revenue, \$13,746.56; total revenue from transportation, \$25,-607.13; revenue from operations other than transportation, car service, \$4.00; rents of buildings and other property, \$646; total, \$650; total operating revenue, \$26,257.13.

NOTE.—Entire revenue is considered intrastate.

*Operating Expenses*: Maintenance of way and structures, \$9,809.40; maintenance of equipment, \$512.46; traffic expenses, \$232.56; transportation expenses, \$14,241.65; general expenses, \$4,164.92; total operating expenses, \$28,960.99.

Ratio of operating expenses to operating revenue, 102.68 per cent.

Line between Eagle Point and Butte Falls, 19 miles, turned over to operating department in April, 1911.

*General Balance Sheet*—Assets: Road and equipment, \$1,897,822.98; working assets, \$2,840.74; deferred debit items, \$20,682.29; deficit, \$35,-880.66; total, \$1,957,226.67.

Liabilities: Capital stock, \$500,000; funded debt, \$300,000; advances from S. P. & S. Ry. Co., for construction, equipment and betterments, \$1,142,726.67; working liabilities, \$13,000; accrued liabilities not due, \$1,500; total, \$1,957,226.67.

NOTE.—The difference between amounts reported in the stock and funded debt account above, and those reported in previous year is due to revision of accounts to make them conform with facts.

*Employees and Salaries*: Number on June 30, 1911, including officers, 41; total yearly compensation, \$20,080.35; average daily compensation, \$2.50.

#### TRAFFIC AND MILEAGE STATISTICS.

*Passenger Traffic*: Number of passengers carried earning revenue, 24,769; number of passengers carried one mile, 309,901; one mile per mile of road, 15,604; average distance carried, 12.54 miles.

Total passenger revenue, \$12,404.75; average amount received from each passenger, \$.50082; per passenger per mile, \$.04003.

Total passenger service train revenue, \$13,746.56; per mile of road, \$692.17.

*Freight Traffic*: Number tons carried of freight earning revenue, 7,711; tons carried one mile, 118,060; one mile per mile of road, 5,945; average distance haul one ton, 15.31 miles.

Total freight revenue, \$11,860.57; average amount received for each ton of freight, \$1.53814; average receipts per ton mile, \$.10046; freight revenue per mile of road, \$597.21.

*Total Traffic*: Operating revenues, \$26,257.13; per mile of road, \$1,322.11.

Operating expenses, \$28,960.99; per mile of road, \$1,458.26.

Net operating deficit, \$2,703.86; per mile of road, \$136.15.

Average mileage operated during the year, 19.86.

*Description of Equipment*: Locomotives, 3; cars, passenger, 2; freight, 7; total cars, 9.

New rails laid during the year, 2,914.69 tons; average price at distributing point, \$43.75.

New ties laid during the year, 60,000; average price at distributing point, \$.486.

*Characteristics of Road:* Medford to Butte Falls, Oregon, 33 miles.

*Alignment:* Number of curves, 103; aggregate length of curved line, 12.75 miles; length of straight line, miles, 20.25; length of level line, miles, 5.93; ascending grades, 22; sum of ascents, 1,397 feet; aggregate length of ascending grades, 19.35 miles; descending grades, 18; sum of descents, 244.8 feet; aggregate length of descending grades, 7.72 miles.

*Bridges:* Steel, 1; wooden, 1; aggregate length, 240 feet; trestles, 14; aggregate length, 3,349 feet.

*Gauge of track:* 4 feet 8½ inches, 34.50 miles.

## PACIFIC RAILWAY & NAVIGATION COMPANY.

Organized October 13, 1905, under the laws of Oregon.

*Officers:* E. E. Lytle, Zena Snow, Curtis G. Sutherland, all of Portland, Oregon.

*Directors:* President and General Manager, E. E. Lytle; Vice-President, Zera Snow; Secretary and Treasurer, May Enright; Attorneys, Snow & McCamant; Auditor, Ralph Blaisdell; Chief Engineer, George L. Davis.

*Road Operated:* 28.76 miles of road extending from Hillsboro, Oregon, westerly and 40.02 miles extending from Tillamook, Oregon, easterly was operated by the construction department on June 30, 1911. All earnings and expenses of operation being taken to account under expenditures for road and equipment.

In addition to the above, there was constructed, to June 30, 1911, 8.74 miles beyond the 28.76 mile point stated above, none of which was operated on that date.

## CAPITALIZATION.

*Capital Stock:* Total par value authorized and outstanding not held by respondent \$100,000, issued for purchase of property.

*Funded Debt:* First mortgage 5% gold bonds, authorized, par value \$5,200,000, issued; not held by respondent, \$490,000. Interest accrued during the year, \$24,500.

NOTE.—Capital stock represents the entire authorized issue which is intended to apply to completed line as a whole, and cannot therefore reasonably be divided on present completed mileage. Funded debt contracted on basis \$20,000 per mile of road constructed and as part is still under construction, the indebtedness per mile of road cannot be given.

*Expenditures for new line during the year:* Road, \$1,436,924.84. Equipment, \$14,138.49; general expenditures, \$204,931.60. Total, \$1,655,994.93.

Total cost to June 30, 1911: Road, \$4,140,414.96; equipment, \$34,780.91; general expenditures, \$473,805.47. Grand total, \$4,649,001.34.

*General Balance Sheet*—Assets: Cost of road, \$4,649,001.34; working assets, \$104,010.04; deferred debit items, \$225. Grand total, \$4,753,236.38.

Liabilities: Capital stock, common \$100,000. Funded debt, \$490,000. Obligations for advances received for construction, \$627,833.50; working liabilities, \$3,523,916.13. Accrued liabilities not due, \$10,208.38. Deferred credit items, \$1,278.37. Grand total, \$4,753,236.38.

*Description of Equipment:* Locomotives, 3; cars, in passenger, 2; combination, 2; in freight, box, 2; flats, 35; in company's service, gravel, 6; caboose, 2; others, 4; total cars in service, 53; less cars leased, 26; total cars owned 27.

*Characteristics of Road:* Hillsboro to mile posts, 28.76. Tillamook to mile posts, 40.02.

*Alignment:* Number of curves, 182; aggregate length of curve line, 28.67 miles; length of straight line, 40.11 miles.

*Profile:* Length of level line, 26.38 miles; ascending grades, 28; sum of ascents, 1,279.33 feet. Aggregate length of ascending grade, 31.87 miles. Descending grades, 24; sum of descents, 235.97 feet. Aggregate length of descending grades, 10.53 miles.

Bridges, 8; aggregate length, 770 feet; trestles, 50; aggregate length, 39,892.5 feet.

Tunnels, 2; aggregate length, 1,688 feet.

Telegraph line owned and operated, 34 miles of line and 45 miles wire.

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## ROGUE RIVER VALLEY RAILWAY COMPANY.

Organized February 7, 1891, under the laws of Oregon.

*Directors:* W. S. Barnum and J. C. Barnum, Jacksonville, Oregon.

*Officers:* President, W. S. Barnum; Vice-President and Treasurer, W. H. Barnum; Secretary and Auditor, J. C. Barnum.

*Road Owned and Operated:* Medford, Oregon, to Jacksonville, Oregon, 6 miles.

*Capitalization:* Capital stock, par value, authorized and outstanding, \$25,000.

*Income Account:* Operating revenue, \$20,307.06; operating expenses, \$19,166.84; net operating revenue, \$1,140.22; taxes accrued, \$412.13; operating income, \$728.09.

*Operating Revenues:* Freight, \$6,611.31; passenger revenue, \$12,477.61; mail revenue, \$275.14; express revenue, \$240; miscellaneous transportation revenue, \$24.00; total revenue from transportation, \$19,628.06; revenue from operations other than transportation, \$679; total operating revenue, \$20,307.06.

*Operating Expenses:* Maintenance of way and structures, \$7,287.52; maintenance of equipment, \$4,142.25; traffic expenses, \$1,671.16; transportation expenses, \$6,045.91; general expenses, \$20.00; total, \$19,066.84.

Ratio of operating expenses to operating revenue, 93.89 per cent.

*Description of Equipment:* Locomotives, 3; cars in passenger service, combination 2; gasoline, passenger, 2; cars in freight service, box, 2; flat, 10; cars in company's service, gravel, 4; total cars in service, 18.

## SALEM, FALLS CITY & WESTERN RAILWAY COMPANY.

Organized October 24, 1901.

*Directors:* L. Gerlinger, H. L. Pittock, F. W. Leadbetter, Portland, Oregon; Chas. K. Spaulding, Salem, Oregon; Geo. T. Gerlinger, Dallas, Oregon.

*Officers:* Chairman of the Board and President, L. Gerlinger; Vice-President, H. L. Pittock; Secretary, Geo. T. Gerlinger; Treasurer, Chas. K. Spaulding; Attorney, Oscar Hayter; Auditor, M. Frances Brown; General Manager, Louis Gerlinger, Jr.; Chief Engineer, S. B. Taylor; General Superintendent, S. Taylor Jones.

*Road Operated*—Owned: West Salem, Oregon, to Black Rock, Oregon, 27 miles.

Operated under trackage rights, Southern Pacific crossing to Newberg, Oregon, 37 miles; total operated mileage, 64.

### CAPITALIZATION.

*Capital Stock:* Total par value authorized, outstanding not held by respondent, \$100,000; issued for construction and purchase of railway and other property.

*Funded Debt:* Mortgage bonds, 5%; total par value authorized, \$1,800,000; total par value outstanding not held by respondent, \$540,000; issued for cash and construction of new properties, cash realized, \$441,424.66; interest accrued and paid during the year, \$27,000.

Total capitalization outstanding, \$640,000 assigned to railway; amount per mile of line, \$23,703.

*Expenditures for Additions and Betterments During the Year:* Road, \$8,400.17; equipment, \$12,161.69; general expenditures, \$55.25; total, \$20,617.11.

Net total cost of road and equipment to June 30, 1911, \$598,377.02; per mile of line, \$22,162.11.

*Income Account:* Operating revenues, \$142,310.77; operating expenses, \$91,603.76; net operating revenue, \$50,707.01; taxes accrued, \$4,002.72; operating income, \$46,704.29.

Deductions from income: Interest accrued on funded debt, \$27,000; other interest, \$807.89; extinguishment of discount on securities, \$4,068.45; total deductions, \$31,876.34; net corporate income carried to credit of profit and loss, \$14,827.95.

*Profit and Loss Account*—Credit: Balance June 30, 1910, \$44,772.54; balance for year brought forward from income account, \$14,827.95; adjustment of depreciation account for previous year, \$128.66; total, \$59,729.15.

Debit: Uncollectible accounts, \$80.99; surplus, June 30, 1911, \$59,648.16; total, \$59,729.15.

*Operating Revenues*—Revenue from Transportation: Freight \$101,859.50; passenger, \$35,531.65; mail, \$1,238.50; express, \$1,807.19; total passenger train revenue, \$38,577.34.

Miscellaneous transportation revenue, \$1,873.93.

Total operating revenue, \$142,310.77.

NOTE.—The total revenue of entire line assigned to intrastate.

*Operating Expenses:* Maintenance of way and structures, \$24,411.61; maintenance of equipment, \$20,681.27; traffic expenses, \$484.75; transportation expenses, \$37,918.36; general expenses, \$8,107.77. Total, \$91,603.76.

Ratio of operating expenses to operating revenues, 64.36 per cent.

*General Balance Sheet—Assets:* Road and equipment, \$598,377.02; working assets, \$27,894.63; deferred debit items (including \$89,505.88 unextinguished discount on funded debt), \$95,284.92; total, \$721,556.57.

*Liabilities:* Capital stock, common, \$100,000; mortgage bonds, \$540,000; working liabilities, \$21,908.41; surplus, \$59,648.16; total, \$721,556.57.

*Employees and Salaries:* Number, including general officers, 85; yearly compensation, \$48,172.98; average daily compensation, \$2.74; excluding general officers, number, 80; yearly compensation, \$45,172.98; average daily compensation, \$2.62.

### TRAFFIC AND MILEAGE STATISTICS.

*Passenger Traffic:* Number of passengers carried earning revenue, 86,225; passengers carried one mile, 989,175; one mile per mile of road, 17,105; average distance carried, 11.47 miles.

Total passenger revenue, \$35,531.65; average amount received from each passenger, \$.41208; receipts per passenger per mile, \$.03592.

Total passenger service train revenue, \$38,577.34; per mile of road, \$6,670.81; per train mile, \$.70623.

*Freight Traffic:* Number of tons carried freight earning revenue, 202,868; tons carried one mile, 4,676,894; one mile per mile of road, 80,873; average distance haul of one ton, 23.05 miles.

Total freight revenue, \$101,859.50; average amount received for each ton of freight, \$.50209; per ton per mile, \$.02178; freight revenue per mile of road, \$1,761.36; per train mile, \$2.56469.

*Total Traffic:* Operating revenue, \$142,310.77; per mile of road, \$2,460.84; per train mile, \$1.50848.

Operating expenses, \$91,603.76; per mile of road, \$1,584.01; per train mile, \$.97099.

Net operating revenue, \$50,707.01; per mile of road, \$.87683.

Average number of passengers per car mile, 14; per train mile, 18; average number passenger cars per train mile, 1.23.

Average number tons of freight per loaded car mile, 23.03; average number tons of freight per train mile, 117.75; average number of freight cars per train mile, 10.75; average number of loaded cars per train mile, 5.11; average number of empty cars per train mile, 5.64.

Average mileage operated during the year, 57.83.

*Locomotive Mileage—Revenue service:* Freight, 39,716; passenger, 54,624; total, 94,340.

*Car Mileage—Revenue service:* Freight, loaded, 203,078; empty, 224,140; total, 427,218; passenger, 67,452; total revenue car mileage, 494,670.

*Train Mileage—Revenue service:* Freight, 39,716; passenger, 54,624; total revenue train mileage, 94,340.

### INTRASTATE FREIGHT TRAFFIC MOVEMENT, IN TONS.

*Products of Agriculture:* Flour, 66; other mill products, 133; hay, 180; fruit and vegetables, 35; other products of agriculture, 34; total, 448.

*Products of Animals:* Livestock, 23.

*Products of Mines:* Stone, sand and other like articles, 5,434.

*Products of Forest:* Lumber, 39,512; other products of forest, 153,578; total, 193,090.

*Manufactures:* Sugar, 1; other castings and machinery, 76; cement, brick and lime, 36; household goods and furniture, 105; other manufactures, 871; total, 1,089.

Merchandise and miscellaneous, 2,784; total, tonnage (originating on this road, 200,478, received from connecting roads and other carriers, 2,390; total freight tonnage, 202,868.

*Description of Equipment:* Locomotives, 4; cars, passenger, first class, 1 combination, 1; motor car, 1; total, 3; in freight service, box, 4; flat, 97; total, 101; in company's service, caboose, 3; total cars in service and owned, 107.

New ties laid during the year, 4,650; average price, \$.32167.

*Characteristics of Road:* Working divisions Dallas to Black Rock, 13 miles; Dallas to West Salem, 14 miles; total, 27 miles.

*Alignment:* Number of curves, 92; aggregate length of curved line, 8.31 miles; length of straight line, 18.69 miles.

*Profile:* Length of level line, 6.46 miles; ascending grades, 57; sum of ascents, 598.8 feet; aggregate length of ascending grades, 8.29 miles; descending grades, 33; sum of descents, 364.8 feet; aggregate length of descending grades, 12.25 miles.

*Bridges:* Wooden, 7; aggregate length, 443 feet; trestles, 24; aggregate length, 4,496 feet.

Gauge of track, 4 feet 8½ inches, 27 miles.

*Telephone Lines:* Owned, miles of line, 27; miles of wire, 54; owned wire, 20.

by Pacific Telephone & Telegraph Company, miles of line, 10; miles of

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## SOUTHERN PACIFIC COMPANY.

Organized March 17, 1884, under the laws of Kentucky.

*Directors:* W. Bayard Cutting, New York; Henry W. DeForest, New York; Robert Goelet, Newport, R. I.; Robert W. Goelet, Newport, R. I.; Marvin Hughitt, Chicago, Ill.; E. Huntington, New York; Otto H. Kahn, Morristown, N. J.; Robert S. Lovett, New York City; Clarence H. Mackey, New York; Ogden Mills, Staatsburg, New York; Chas. A. Peabody, New York; Wm. Rockefeller, New York; Mortimer L. Skiff, Oyster Bay, N. Y.; W. V. S. Thorne, New York; Frank A. Vanderlipp, New York.

*Officers:* Chairman of the Board and President, Robert S. Lovett; Vice-Presidents, J. C. Stubbs, J. Kruttschnitt, Wm. F. Herrin, Wm. Mahl, E. E. Calvin, E. O. McCormick; Secretary, Alexander Millar; Treasurer, A. K. Van De Venter; Chief Counsel, Wm. F. Herrin; General Counsel, Maxwell Evarts; Comptroller, Wm. Mahl; Assistant Comptroller, H. B. Johnson; General Auditor, C. B. Seger; Auditor, A. D. McDonald; Director of Maintenance and Operation, J. Kruttschnitt; Assistant Director of Maintenance and Operation, W. B. Scott; Chief Engineer, William Hood; Traffic Director, J. C. Stubbs; General Freight

Agent, G. W. Luce; General Passenger Agent, James Horsburgh, Jr.; Land Commissioner, B. A. McAllister.

*Transportation Corporations Controlled in Oregon:* Beaverton & Willsburg Railroad Company; California & Northeastern Railway Company; Coos Bay, Roseburg & Eastern Railway & Navigation Company; Corvallis & Eastern Railroad Company; Independence & Monmouth Railroad Company; Oregon & California Railroad Company; Oregon Eastern Railway Company; Oregon Western Railway Company; Pacific Railway & Navigation Company; Northern Pacific Terminal Company of Oregon, 20 per cent.

## ROAD OPERATED.

	Miles	In Oregon miles	Entire line miles
<b>Line owned:</b>			
Main line .....	10.51		
Branches and spurs .....	1.29		
			11.80
<b>Line operated under lease:</b>			
New Mexico & Arizona .....	88.19		
Union Pacific (5 miles west of Ogden) .....	4.37		
			92.56
<b>Operated under contract or agreement or where the rent is contingent upon earnings or other considerations:</b>			
Central Pacific Railway .....		18.65	1,552.74
Nevada & California Railway .....			473.68
Oregon & California Railway .....		677.29	677.29
South Pacific Coast Railway .....			96.94
Southern Pacific Railroad .....			3,245.58
<b>Operated under trackage rights .....</b>		80	47.69
<b>Total .....</b>		866.94	6,198.28

*Roads Acquired Through Lease:* Central Pacific Railway Company, 1,557.11 miles, for 90 years from January 1, 1894. Oregon & California Railroad Company, 677.29 miles, for 34 years from August 1, 1893; (See note). Southern Pacific Railroad Company, 3,245.58 miles, for 50 years from December 31, 1901, Southern Pacific Coast Railway Company, 96.94 miles for 55 years from July 1, 1887. New Mexico & Arizona Railroad Company, 88.19 miles for 81 years from July 15, 1898. Nevada & California Railway Company, 473.68 miles for 42 years from July 1, 1909.

NOTE:—Lessee pays the lessor an annual rental of \$5,000 and out of the earnings and income derived from the property leased, pays all expenses and taxes incurred in the operation and maintenance of the property, and after these payments and deductions, applies the residue of the amount of net income and earnings to the payment of interest and sinking fund contribution of the lessor. Should the balance of net earnings from the leased premises exceed in any year 7 per cent on the par value of the outstanding preferred stock, and 6 per cent on the par value of the outstanding common stock of the lessor, the lessee is entitled to retain such excess.

Other properties (in Oregon): Oregon timber lands, book value, \$125,627.76; Oregon saw mill, \$110,073.38.



## CAPITALIZATION.

	Capital stock		
	Common	Preferred	Total
Authorized.....	\$ 374,451,825 00	\$ 8,300 00	\$ 374,455,125 00
Outstanding*.....	272,672,430 64	8,300 00	272,675,730 64
Not held by company.....	272,672,430 64	8,300 00	272,675,730 64
Dividends declared during year.....	16,360,342 22		16,360,342 22

\* \$25.00 receipts outstanding for installments.

*Purpose of Issue:* For cash, common stock, 10,000 shares; total cash realized, \$1,000,000; preferred stock, cash realized, \$74,863,300 on entire issue for acquisition of securities, 1,967,113.0564 shares; common stock, cash realized, \$196,711,305.64; for reorganization, common stock exchanged for preferred stock retired, 744,518 shares; common stock issued in exchange for Southern Pacific Company 4 per cent, 20 year convertible bonds, 5,093 shares; cash realized, \$662,090. Total cash realized on shares outstanding, \$273,236,695.64.

## FUNDED DEBT.

	Mortgage Bonds	Collateral trust bonds	Miscellaneous obligations	Total
Outstanding.....	\$ 18,995,000 00	\$ 34,018,500 00	\$ 81,378,910 00	\$ 134,392,410 00
In treasury.....		5,249,000 00		5,249,000 00
Not held.....	18,995,000 00	28,769,500 01	81,378,910 00	129,143,410 00
Interest accrued.....	742,947 78	1,150,780 00	3,256,260 46	5,149,988 24
Interest paid during year.....	801,648 00	1,327,490 00	3,199,190 46	5,328,328 46

Issued for cash, 4% 20 year convertible bonds, \$81,151,910 value; total cash realized, \$78,541,440; issued for acquisition of securities, exchanged for Central Pacific Railway Company common and preferred stock, \$34,018,500 par value collateral trust bonds; issued for refundment of securities, issued to retire like amount of Southern Pacific Company's preferred stock, \$227,000 par value, 4½ per cent 20 year bonds

Issued for construction and other properties: Issued against expenditures for construction of Bay Shore Line and terminal property in San Francisco and San Mateo Counties, California, \$18,995,000 par value San Francisco terminal first mortgage 4 per cent bonds; cash realized, \$16,672,364.

Of the above there were issued during the year \$200,000 par value Central Pacific, collateral trust bonds, and \$4,000,000 San Francisco Terminal first mortgage 4 per cent bonds.

*Premium on Securities Issued:* Common stock, \$152,790; discounts on securities issued, San Francisco Terminal, first mortgage 4% bonds, \$490,136, charged to profit and loss.

*Expenditures for Additions and Betterments During the Year:* Road, \$92,584.10; equipment, \$1,410.79; total, \$93,994.89.

*Expenditures for New Lines or Extensions During the Year:* Road, \$14,322,769.10; equipment, \$1,134,498.40; general expenditures, \$526.95; total, \$15,457,794.45.

Total cost of road and equipment to June 30, 1911, \$37,685,767.35; less reserve for accrued depreciation, \$4,434,248.43; net total, \$33,251,518.92; cost per mile of line, \$2,026,682.96.

NOTES—The cost per mile of line is based on the cost of 11.80 miles of railway and terminal property in San Francisco and San Mateo Counties, California, amounting to \$23,914,858.88.

## INCOME ACCOUNT.

<b>OPERATING INCOME:</b>		
Operating revenues.....		\$ 91,108,761 40
Operating expenses.....		52,234,187 34
Net operating revenue.....		\$ 38,874,624 06
<b>OUTSIDE OPERATIONS:</b>		
Revenues.....	\$ 9,897,779 40	
Expenses.....	9,802,427 58	
Net revenue from outside operations.....		\$ 94,951 82
Total net revenue.....		\$ 38,968,975 88
Taxes accrued.....		182,044 41
Operating income.....		\$ 38,786,931 47
<b>OTHER INCOME:</b>		
Rent from lease of road.....	\$ 1,194,932 25	
Dividends on stock owned.....	1,626,242 08	
Interest on funded debt owned.....	8,067,108 16	
Interest on loans and accounts.....	1,381,094 53	
Miscellaneous income.....	295 88	27,219,732 85
Gross corporate income.....		\$ 66,006,664 32
<b>DEDUCTIONS:</b>		
Rents for lease of other roads.....	\$ 37,347,102 88	
Separately operated properties—loss.....	199,599 28	
Interest on funded debt.....	5,149,988 24	
Sinking and redemption funds chargeable to income.....	5,000 00	
Other deductions.....	132,970 93	42,874,661 28
Net corporate income.....		\$ 23,132,003 04
<b>DISPOSITION OF NET INCOME:</b>		
Dividends on common stock.....		\$ 16,360,342 22
Balance for year carried forward to credit of profit and loss.....		\$ 6,771,660 82

*Profit and Loss Account*—Credit: Balance June 30, 1910, \$54,756,476.75; surplus for the year from income account, \$6,771,660.82; other properties—profit, \$1,386,517.95.

*Additions for the Year:* Interest accruing prior to July 1, 1910, collected on Corvallis & Eastern Railroad Company's mortgage 4% bond and Los Angeles Pacific Company's general mortgage 5% bonds, \$655,350; adjustments in unsettled claims and accounts, \$446,687.63; profits on bonds sold, \$204,107.61; sinking fund contributions, \$5,000. Total, \$64,225,800.76.

Debit: Extinguishment of discount on securities, \$490,136.

Deductions for year: Premium on preferred stock redeemed, \$2,250.

Abandoned property, \$21,758.95; surplus June 30, 1911, \$63,711,655.81; total, \$64,225,800.76.

## OPERATING REVENUES—STATE OF OREGON.

Account	Intrastate revenues	Interstate revenues assigned to State	Total revenues
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight	\$ 1,768,768 26	\$ 2,441,817 95	\$ 4,210,586 21
Passenger	\$ 1,910,903 69	\$ 2,119,996 00	\$ 4,030,899 69
Excess baggage	23,831 64	40,466 15	64,297 79
Mail			* 171,221 58
Express			† 162,642 85
Other passenger train revenue	2,778 91	2,136 89	† 7,156 83
Total passenger service train revenue			\$ 4,436,221 84
Switching	\$ 16,756 87		16,756 87
Special service train revenue	1,462 40	5,712 40	4,250 00
Miscellaneous transportation revenue	7,340 86	3,928 14	11,269 00
Total revenue from transportation			\$ 8,679,063 42
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Station and train privileges	\$ 14,754 97		† \$ 15,266 87
Parcel-room receipts	2,461 79		2,461 79
Storage—freight	4,883 54		4,883 54
Storage—baggage	4,937 86		4,937 86
Car service	12,692 89		12,692 89
Telegraph and telephone service			* 8,002 18
Rents of buildings and other property	13,095 57		13,095 57
Miscellaneous	1,594 50	75 45	‡ 6,792 26
Total revenue from operations other than transportation			\$ 68,132 96
Joint facilities revenue, credit	\$ 30,044 14		\$ 30,044 14
Total operating revenue, state			8,777,280 52
Total operating revenue, entire line			91,108,761 40

\* Impossible to segregate mail, express, telegraph and telephone service revenues between state and interstate.

† Includes \$2,244.63 which cannot be segregated.

‡ Includes \$511.90 which cannot be segregated.

§ Includes \$5,122.31 which cannot be segregated.

## RAILWAY SECURITIES OWNED—STATE OF OREGON.

	Par value	Book value
<b>STOCKS:</b>		
Oregon & California R. R. Co., common	\$ 6,961,000 00	\$ 456,640 26
Oregon & California R. R. Co., preferred	11,991,000 00	785,864 14
Coos Bay, Roseburg & E. R. R. & Nav. Co.	2,000,000 00	375,000 00
Corvallis & E. R. R. Co.	1,410,000 00	14,100 00
Independence & Monmouth *	12,750 00	10,000 00
* 10% dividend declared on this stock during the year		
<b>FUNDED DEBT:</b>		
Oregon & California R. R. Co.	32,000 00	31,580 00
Coos Bay, Roseburg & E. R. R. & Nav. Co.	625,000 00	609,600 00
Corvallis & E. R. R. Co.	2,115,000 00	1,589,567 83
Pacific Ry. & Nav. Co.	490,000 00	490,000 00
Northern Pacific Terminal Co. of Oregon	10,000 00	10,500 00

In addition to the stocks and bonds noted, the company own capital stock, par value \$750,000; first mortgage 6% bonds, \$750,000 of Beaverton & Willsburg R. R. Co., book value, \$1,000,535.96.

## OPERATING EXPENSES—STATE OF OREGON.

Maintenance of way and structures, \$985,188; maintenance of equipment, \$757,520.72; traffic expenses, \$208,134.91; transportation expenses, \$2,421,595.76; general expenses, \$208,031.73; total, \$4,580,471.12.

Ratio of operating expenses to operating revenue, 52.19 per cent.

Entire line: Maintenance of way and structures, \$11,350,368.88; maintenance of equipment, \$11,066,895.63; traffic expenses, \$2,033,963.54; transportation expenses, \$25,048,462.98; general expenses, \$2,734,946.81; total, \$52,234,137.34.

Ratio of operating expenses to operating revenue 57.33 per cent.

Taxes and assessments: On owned and proprietary lines, California, \$113,741.87; Kentucky, \$43,387.78; New York, \$1,757.90; internal revenue, \$23,156.86; total, \$182,044.41.

For leased and operated lines, Central Pacific Railway Company, California, \$647,307.72; Nevada, \$350,679.31; Oregon, \$5,246.74; Utah, \$123,515.15; United States corporation tax, \$68,582.30.

Nevada & California Railway: California, \$17,332.29; Nevada, \$52,272.56; U. S. corporation tax, \$1,803.60.

Oregon & California Railroad: Oregon, \$411,874.90; U. S. corporation tax, \$17,310.04.

Southern Pacific Coast Railway: California, \$40,803.59.

Southern Pacific Railroad Company: Arizona, \$190,694.24; California, \$1,562,469.86; New Mexico, \$61,653.16; U. S. Government corporation tax, \$132,155.30.

New Mexico & Arizona Railroad Company: Arizona, \$19,478.83. Total, \$3,703,179.59.

## GENERAL BALANCE SHEET.

*Assets:* Road and equipment, investment to June 30, 1907, \$18,230,-815.51; investments since June 30, 1907, road, \$16,792,673.28; equipment, \$2,625,280.86; general expenditures, \$36,997.70; total, \$37,685,767.35; less reserve for accrued depreciation, \$4,434,248.43; net total, \$33,251,-518.92; securities pledged, \$184,951,715.23; unpledged, \$3,517,958.57; total, \$188,469,673.80; other investments, advances for construction, equipment and betterments, \$91,345,928.25; miscellaneous investments, \$141,948,553.59; total, \$233,294,481.84.

Working assets, \$139,906,175.82; accrued income not due, \$1,247,-131.30.

Deferred debit items, \$15,058,979.19; grand total, \$611,227,960.87.

*Liabilities:* Capital stock, common, not held by company, \$272,672,-405.64; preferred not held by company, \$3,300; receipts outstanding for installments paid, \$25; premiums realized on capital stock, \$152,790; total, \$272,828,520.64.

Mortgage bonded and secured debt: Mortgage bond not held by company, \$18,995,000; collateral trust bonds held by company, \$5,249,000; not held by company, \$28,769,500; miscellaneous funded obligations not held by company, \$81,375,000; receipts outstanding for funded debt, \$3,910; total \$134,392,410; working liabilities, \$117,774,404.27; accrued liabilities not due, \$8,501,155.01; deferred credit items, \$12,412,117.60; reserves from income for surplus not specifically invested, \$1,607,697.54; surplus, \$63,711,655.81; grand total, \$611,227,960.87.

## EMPLOYEES AND SALARIES—ENTIRE LINE.

Number on June 30, 1911, including general officers, 43,764; salaries for the year, \$39,190,539.82; excluding general officers, 43,692; employees' salaries for the year, \$38,659,348.91.

NOTE.—Average daily compensation not shown for the reason that a portion of the time allowed certain classes of employees is computed on mileage basis, and basis for converting time to basis of days' work, has not been prescribed by the Interstate Commerce Commission.

## TRAFFIC AND MILEAGE STATISTICS—STATE OF OREGON.

*Passenger Traffic:* Number passengers carried earning revenue, 2,498,700; passengers carried one mile, 154,284,877; one mile per mile of road, 220,530; average distance carried, 61.75 miles.

Total passenger revenue, \$4,030,899.69; average amount received from each passenger, \$1.61320; per passenger per mile, \$.02613.

Total passenger service train revenue, \$4,436,221.84; per mile of road, \$6,340.99; per train mile, \$2.29329.

*Freight Traffic:* Number of tons carried of freight earning revenue, 1,995,017; tons carried of intrastate freight earning revenue, 1,116,440; tons carried one mile, 259,934,920; tons carried one mile intrastate, 62,491,541; tons carried one mile per mile of road, 371,543; one mile (intrastate) per mile of road, 89,323; average distance haul of one ton, 130.29 miles; average distance haul one ton intrastate, 55.97 miles.

Total freight revenue, \$4,210,586.21; total intrastate freight revenue, \$1,768,768.26; average amount received for each ton of freight, \$2.11055; average amount received for each ton of intrastate freight, \$1.58429; average receipts per ton per mile, \$.01620; average receipts per ton per mile (intrastate) \$.02830.

Freight revenue per mile of road, \$6,018.48; per train mile, \$5.12278.

Total traffic: Operating revenues, \$8,777,260.52; per mile of road, \$12,545.93; per train mile, \$3.20175.

Operating expenses, \$4,580,471.12; per mile of road, \$6,547.18; per train mile, \$1.67085.

Net operating revenue, \$4,196,789.40; per mile of road, \$5,998.75.

Average number of passengers per car mile, 19; per train mile, 80; average number passenger cars per train mile, 6.48; average number tons of freight per loaded car mile, 75.37; per train mile, 316.25; average number freight cars per train mile, 26.96; average number loaded cars per train mile, 20.58; average number empty cars per train mile, 5.39.

Average mileage operated during the year, 699.61.

*Locomotive Mileage*—Revenue service: Freight, 1,100,467; passenger, 2,205,907; mixed, 18,684; special, 5,493; switching, 312,771; total revenue locomotive mileage, 3,643,322.

Non-revenue service, locomotive miles, 202,000.

*Car Mileage*—Revenue service: Freight car, loaded, 16,912,638; empty, 4,430,256; caboose, 816,405; total freight car miles, 22,159,299.

Passenger car miles: Passenger, 4,736,874; sleeping, parlor and observation, 3,330,019; other passenger, 4,473,082; total passenger car miles, 12,539,975.

Special car miles: Freight, loaded, 53,310; empty, 248; caboose, 3,729; passenger, 12,606; sleeping, parlor and observation, 1,722; total special car miles, 71,615.

Total revenue car mileage, 34,770,889.

Non-revenue service car miles, 2,474,474.

*Train Mileage*—Revenue service: Freight, 803,272; passenger, 1,915,771; mixed, 18,662; special, 3,689; total revenue train, 2,741,394.  
Non-revenue service train miles, 162,666.

#### TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE.

*Passenger Traffic*: Number passengers carried earning revenue, 34,199,458; passengers carried one mile, 1,429,600,384; one mile per mile of road, 219,584; average distance carried, 41.80.

Total passenger revenue, \$31,868,443.57; average amount received from each passenger, \$.93178; per passenger per mile, \$.02229.

Total passenger service train revenue, \$36,619,348.86; per mile of road, \$5,805.39; per train mile, \$1.81743.

*Freight Traffic*: Number of tons carried of freight earning revenue, 18,182,810; tons carried one mile, 4,081,016,948; tons carried one mile per mile of road, 659,600; average distance haul of one ton, 224.44.

Total freight revenue, \$52,829,297.28; average amount received for each ton of freight, \$2.90545; average receipts per ton per mile, \$.01295.

Freight revenue per mile of road, \$8,421.15; per train mile, \$5.42582.

Total traffic: Operating revenues, \$91,108,761.40; per mile of road, \$14,492.31; per train mile, \$3.13584.

Operating expenses, \$52,234,137.34; per mile of road, \$8,332.43; per train mile, \$1.80297.

Net operating revenue, \$38,874,624.06; per mile of road, \$6,159.88.

Average number of passengers per car mile, 16; per train mile, 69; average number passenger cars per train mile, 6.31; average number tons of freight per loaded car mile, 16.53; per train mile, 424.99; average number freight cars per train mile, 36.61; average number loaded cars per train mile, 25.70; average number empty cars per train mile, 9.95.

Average mileage operated during the year, 6,177.07.

*Locomotive Mileage*—Revenue service: Freight, 11,957,040; passenger, 20,692,065; mixed, 830,082; special, 58,639; switching, 4,616,963; total, 38,154,789.

Non-revenue service locomotive miles, 1,958,072.

*Car Mileage*—Revenue service: Freight car, loaded, 246,427,687; empty, 95,435,122; caboose, 9,108,112; total freight car miles, 350,970,921.

Passenger car miles: Passenger, 47,095,585; sleeping, parlor and observation, 37,025,685; other passenger, 40,475,595; total passenger car miles, 124,596,865.

Special car miles: Freight, loaded, 509,212; empty, 2,638; caboose, 34,037; passenger, 105,038; sleeping, parlor and observation, 68,109; other passenger, 37,413; total special car miles, 756,447.

Total revenue car mileage, 476,324,233.

Non-revenue service car miles, 14,779,679.

*Train Mileage*—Revenue service: Freight, 8,774,531; passenger, 18,918,764; mixed, 812,594; special, 41,446; total revenue train, 28,547,335.

Non-revenue service train miles, 1,219,036.

#### FREIGHT TRAFFIC MOVEMENT—IN TONS—ENTIRE LINE.

*Products of Agriculture*: Grain, 806,450; flour, 100,756; other mill products, 247,534; hay, 431,414; tobacco, 9,131; cotton, 22,665; fruit and vegetables, 1,877,286; other products of agriculture, 89,165; total 3,584,401.

*Products of Animals*: Livestock, 413,242; dressed meats, 23,753; other packing-house products, 35,025; poultry, game and fish, 25,131; wool, 16,733; hides and leather, 18,327; other products of animals, 144,582; total, 676,793.

*Products of Mines:* Anthracite coal, 2,380; bituminous coal, 329,428; coke, 119,302; ores, 418,110; stone, sand and other like articles, 2,858,889; other products of mines, 1,687,114; total 5,415,223.

*Products of Forests:* Lumber, 2,775,016; other products of forests, 380.44; total, 3,155,860.

*Manufacturers:* Petroleum and other oils, 193,808; sugar, 269,874; naval stores, 122; iron, pig and bloom, 46,425; iron and steel rails, 83,390; other castings and machinery, 398,836; bar and sheet metal, 93,441; cement, brick and lime, 1,362,847; agricultural implements, 19,897; wagons, carriages, tools, etc., 18,845; wines, liquors and beers, 259,026; household goods and furniture, 37,613; other manufactures, 480,094; total, 3,264,218.

Merchandise, 1,663,972; miscellaneous, other commodities not mentioned above, 422,343. Total tonnage, 18,182,810.

*Description of Equipment*—Owned or leased: Locomotives, passenger, 391; freight, 730; switching, 158; total locomotives in service, 1279. Less locomotives leased, 17; total owned, 1,262; cars in passenger service, first class, 891; second class, 10; combination, 95; dining cars, 82; baggage, express and postal, 494; total, 1,572; less cars leased, 2; total owned, 1,570.

Cars in freight service: Box, 15,665; flat, 6,484; stock, 2,461; coal, 2,035; tank, 2,118; refrigerator, 174; total owned, 28,937; cars in company service, officers and pay, 23; gravel, 1,624; derrick, 37; caboose, 501; others, 3,780; total, 5,965; less cars leased, 8; total owned, 5,957.

Total cars in service, all classes, 36,474; less cars leased, 10; total cars owned, 36,464.

Equipment owned or leased, not in service of this company: Locomotives, 30; cars in passenger service, 24; in freight service, 422; in company's service, 1; total cars, 447.

#### MILEAGE OF ROAD OPERATED (ALL TRACKS)—ENTIRE LINE.

	Single track	Second track	Yard track and sidings	Total
<b>Line owned:</b>				
Main line.....	10.51	10.51	67.99	89.01
Branches and spurs.....	1.29			1.29
Line operated under lease.....	92.56		11.56	104.12
Line operated under contract, etc.....	6,046.23	211.95	2,268.48	8,527.02
Line operated under trackage rights.....	47.69		19.96	67.65
<b>Total mileage operated.....</b>	<b>6,191.28</b>	<b>222.46</b>	<b>2,368.85</b>	<b>8,789.09</b>
<b>New line constructed during the year.....</b>	<b>66.65</b>	<b>34.47</b>	<b>107.16</b>	<b>208.28</b>
Rails, iron.....	14.17		20.62	34.79
Rails, steel.....	6,136.42	222.46	2,327.77	8,686.65

#### MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES—SINGLE TRACK.

California—Line owned: Main line, 10.51; branches and spurs, 1.29; operated under contract, 3,809.95; under trackage rights, 42.91; total, 3,864.66. New line constructed during the year, 48.41.

Nevada—Line operated under contract, 671.35.

Utah—Line operated under lease, 4.37; under contract, 252.09; under trackage rights, 3.98; total, 260.44.

Oregon—Line operated under contract, 695.94; under trackage rights, .80; total, 696.74; New line constructed during the year, 18.24.

New Mexico—Line operated under contract, 167.91.

Arizona—Line operated under lease, 88.19; under contract, 448.99; total, 537.18.

*Renewals of Rails and Ties During Year*—State of Oregon: New rails laid during the year, steel, 116-pound, 83.15 tons; 90-pound, 184.86 tons; 80-pound, 7.98 tons; 75-pound, 97.13 tons; total, 373.12 tons; average price per ton at distributing point, \$41.08.

Ties—Pine, 81,791; average price \$.43; burnettized, 128,238; average price, \$.52.

*Characteristics of Road*—State of Oregon: Alignment—Number of curves, 1,376; aggregate length of curved line, 171.96 miles; length of straight line, 523.98 miles; total miles operated, 695.94.

Profile: Length of level line, 119.58 miles; ascending grades, 1,034; sum of ascents, 10,414.04 feet; aggregate length of ascending grade, 351.32 miles.

Descending grades, 621; sum of descents, 8,597.6 feet; aggregate length of descending grades, 225.04 miles.

Bridges: Stone and concrete, 2; aggregate length 40 feet; iron and steel, 49; aggregate length, 11,274 feet; wooden and combination, 36; aggregate length, 2,207 feet; total, 87; aggregate length, 13,521 feet.

Trestles, 523; aggregate length, 100,741 feet.

Tunnels, 13; aggregate length, 12,431; overhead highway crossings, 2; overhead railway crossings, 2.

Gauge of track, 4 feet 8½ inches; 695.94 miles.

Telegraph: Miles of line, 7.10; miles of wire, 803.30; owned by O. & C. R. R. and operated by this company.

Owned and operated by Western Union Telegraph Company but located on property operated by this company in Oregon, 642.90 miles of line; 3,318.80 miles of wire.

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## SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY.

Organized August 22, 1905, under the laws of the State of Washington.

*Directors:* C. R. Gray, Portland, Oregon; L. W. Hill, Howard Elliott, St. Paul, Minnesota; Geo. T. Reid, Tacoma, Washington; F. V. Brown, Seattle, Washington.

*Officers:* President, C. R. Gray; Vice-President, Geo. T. Reid; Secretary and Comptroller, W. F. Turner; Treasurer, C. A. Clark; Attorneys, Carey & Kerr; Auditor, E. Askevold; Chief Engineer, R. Budd; General Superintendent, J. Russell; General Freight and Passenger Agent, W. E. Coman.

*Transportation Corporations Controlled:* Oregon Electric Railway Company; United Railways Company; Pacific & Eastern Railway; Oregon Trunk Railway; Dalles, Portland & Astoria Navigation Company. Control established through ownership of majority of the capital stock.

The Astoria & Columbia River Railroad, previously reported as controlled, sold its physical property to this company March 1, 1911. Statistics pertaining to operations of that road subsequent to date of purchase, are included in this company's report.

*Road Operated—Line Owned—Main Line:* From Hoyt street, Portland, Oregon, to 21st street, Portland, 1.24 miles; Willbridge to north



end of Columbia River bridge 3.61 miles; north end of Columbia River bridge to N. P. Junction, Kennewick, Washington, 219.81 miles; N. P. Junction west of Pasco, Washington, to Ft. Wright Junction, Washington, 146.54 miles; Goble, Oregon, to Holladay, Oregon, 79.60 miles; total main line, 450.80 miles.

*Branches and Spurs:* Lyle, Washington, to Goldendale, Washington; 42.25 miles; Marshall, Washington, to N. P. connection, .82 miles; Warrenton, Oregon, to Ft. Stevens, Oregon, 3.50 miles; total 46.57 miles.

Total line owned, 497.37 miles.

*Road Operated Under Lease and Trackage Rights:* Willbridge Oregon, to Goble, 34.85 miles; 21st street, Portland, to Willbridge, Oregon, 3.22 miles; Willbridge, Oregon to north end Columbia River bridge, 1.81 miles; N. P. Junction, Kennewick, Washington, to N. P. Junction west of Pasco, Washington, .65 miles; N. P. Junction west of Pasco, Washington, to N. P. Junction east of Pasco, Washington, 1.88 miles; N. P. Junction, Marshall, Washington, to Spokane, Washington; 8.74 miles; Willbridge, Oregon, to Astoria Division Headblock, .09 miles; Gt. Northern Railway Company, Ft. Wright Junction, Washington, to Spokane, Washington, 2.34 miles; total, 53.58 miles.

Total mileage operated, 550.95.

### CAPITALIZATION.

*Capital Stock:* Total par value authorized, \$62,500,000; total par value outstanding not held by respondent, \$40,000,000; no dividends declared during the year; shares issued during the year for cash, 160,000; cash realized, \$16,000,000; cash realized on total outstanding, \$40,000,000.

*Funded Debt:* Mortgage bond, 4%; total par value authorized, \$125,000,000; total par value outstanding, \$80,000,000; in treasury, \$19,000,000; not held by respondent, \$61,000,000.

Interest accrued during the year, \$813,333.33.

Entire amount of funded debt issued for cash during the year on which \$42,700,000 was realized in cash.

Total capitalization, par value outstanding, \$120,000,000 assigned to railways; amount per mile of line, \$241,269.

*Expenditures for Additions and Betterments During the Year:* Entire line, road, \$651,774.20; equipment, \$174,766.54; total, \$826,540.74; total assigned to State of Oregon, \$102,498.26.

*Expenditures for New Lines and Extensions During the Year:* Entire line, road, \$5,990,240.92; equipment, \$624,374.72; general expenditures, \$1,514,044.81; total, \$8,128,660.45.

Total assigned to State of Oregon, \$4,831,412.29.

Total cost to June 30, 1911, entire line, road, \$51,459,646.18; equipment, \$2,155,200.52; general expenditures, \$3,962,669.23; total, \$57,577,515.93; less reserve for accrued depreciation, \$131,773.20; net total entire line, \$57,445,742.73; per mile of line, \$115,763.95.

Total assigned to State of Oregon, \$12,544,633.30; less reserve for accrued depreciation, \$20,398.75; net total, \$12,524,234.55; per mile of line, \$142,498.98.

## INCOME ACCOUNT.

<b>OPERATING INCOME:</b>		
Operating revenues.....		\$ 4,819,464 65
Operating expenses.....		2,322,127 52
Net operating revenue.....		\$ 2,497,337 13
<b>OUTSIDE OPERATIONS:</b>		
Revenues.....	\$ 69,522 78	
Expenses.....	73,293 13	
Net deficit from outside operations.....		3,770 35
Total net revenue.....		\$ 2,493,566 78
Taxes accrued.....		429,400 00
Operating income.....		\$ 2,064,166 78
<b>OTHER INCOME:</b>		
Rent of joint facilities.....	\$ 341,767 08	
Miscellaneous rents.....	16,848 46	
Dividends on stocks owned.....	2,265 00	
Interest on funded debt owned.....	87,466 67	
Interest on loans and accounts.....	22,154 22	
Miscellaneous income.....	26,257 80	496,799 18
Gross corporate income.....		\$ 2,560,965 96
<b>DEDUCTIONS:</b>		
Rent for lease of other roads.....	\$ 30,621 34	
Hire of equipment—balance.....	115,492 46	
Joint facilities.....	164,495 66	
Miscellaneous rents.....	174 59	
Interest on funded debt.....	813,333 33	
Other interest.....	1,644,949 12	
Extinguishment of discount on securities.....	122,000 00	
Other deductions.....	80 00	2,891,147 00
Net corporate loss carried to debit of profit and loss.....		\$ 330,181 04

*Profit and Loss Account*—Credit: Balance June 30, 1910, \$1,742,200.57; interest received on A. & C. R. R. first mortgage bonds accruing prior to present fiscal year, \$224,840.83; deficit June 30, 1911, \$3,003,135.21; total, \$4,970,176.61.

Debit: Balance for year from income account, \$330,181.04; property abandoned, \$5,785.48; uncollectible accounts, \$4.51; interest on cash advances accrued prior to current fiscal year, \$4,634,205.58; total, \$4,970,176.61.

## OPERATING REVENUES—STATE OF OREGON.

Account	Intrastate revenue	Interstate revenue assigned to State	Total revenue
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight.....	\$ 60,857 04	\$ 90,897 84	\$ 151,254 88
Passenger.....	\$ 150,090 64	\$ 57,622 36	\$ 207,718 00
Excess baggage.....		1,067 18	1,067 15
Mail.....		1,873 95	1,873 95
Express.....		2,852 65	2,852 65
Other passenger train revenue.....		1,596 67	1,596 67
Total passenger service train revenue.....	\$ 150,090 64	\$ 64,542 78	\$ 214,633 42
Switching revenue.....	8,238 72		8,238 72
Special service train revenue.....			
Miscellaneous transportation revenue.....	39 80		\$ 39 80
Total revenue from transportation.....	\$ 218,726 20	\$ 155,440 62	222,911 94
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Station and train privileges.....	\$ 2,086 29		\$ 2,086 29
Parcel room receipts.....	1,494 60		1,494 60
Storage, freight.....	72 95		72 95
Storage, baggage.....	1,729 00		1,729 00
Car service.....	8,181 00		8,181 00
Telegraph and telephone service.....	38 52		38 52
Rents of buildings and other property.....	15,267 65		15,267 65
Miscellaneous.....	12,236 61		12,236 61
Total revenue from operations other than transportation.....	\$ 41,106 62		\$ 41,106 62
Total operating revenues, State.....	\$ 259,832 82	\$ 155,440 62	\$ 415,273 44
Total operating revenues entire line.....			\$ 4,819,464 65

*Operating Expenses*—State of Oregon: Maintenance of way and structures, \$99,502.61; maintenance of equipment, \$48,200.54; traffic expenses, \$10,016.07; transportation expenses, \$269,634.31; general expenses, \$21,325.76; total, \$448,679.29.

Ratio of operating expenses to operating revenue, 108.04%.

*Operating Expenses Entire Line*: Maintenance of way and structures, \$545,495.36; maintenance of equipment, \$377,733.27; traffic expenses, \$62,019.54; transportation expenses, \$1,189,859.14; general expenses, \$147,020.21; total operating expenses, entire line, \$2,322,127.52.

Ratio of operating expenses to operating revenue, 48.18%.

*Taxes and Assessments*: Paid on value of real estate and personal property in State of Oregon, \$149,008.13; in State of Washington, \$277,481.29; U. S. Government corporation tax, \$2,910.58; total, \$429,400.

## GENERAL BALANCE SHEET.

## ASSETS.

Property investment, road and equipment .....	\$ 57,577,515.93
Less reserve for accrued depreciation .....	131,773.20
<b>Total .....</b>	<b>\$ 57,445,742.73</b>

Securities owned .....	13,587,392.09
Construction advances to Oregon Electric Railway Co.....	682,309.20
Construction advances to United Railways Co. ....	2,580,138.14
Construction advances to Pacific & Eastern Railway .....	1,142,726.67
Construction advances to Oregon Trunk Railway .....	3,809,261.38
Working assets .....	21,726,310.66
Deferred debit items .....	18,269,807.45
Deficit .....	3,008,135.21

Grand total .....\$122,246,823.53

NOTE.—Deferred debit items include unextinguished discount on funded debt, \$18,178,000.00

## LIABILITIES.

Capital stock, common .....	\$ 40,000,000.00
Funded Debt: Held by company.....	\$19,000,000.00
Not held by company .....	61,000,000.00
	80,000,000.00
Working liabilities .....	1,101,740.83
Unmatured interest .....	813,333.33
Taxes accrued .....	214,484.83
Deferred credit items .....	117,264.54

Grand total .....\$122,246,823.53

## EMPLOYEES AND SALARIES—STATE OF OREGON.

Class	Num- ber	Total yearly compensation	Average daily compensation
General officers .....	13	\$ 39,337 28	\$ 10 56
Other officers .....	6	9,718 41	4 44
General office clerks .....	109	96,866 25	2 56
Station agents .....	15	6,739 94	2 96
Other Stationmen .....	146	85,321 92	2 98
Enginemen .....	20	13,275 65	4 38
Firemen .....	20	8,442 01	2 78
Conductors .....	10	6,001 28	4 98
Other trainmen .....	50	25,954 79	3 44
Machinists .....	2	1,195 04	4 41
Carpenters .....	33	10,639 10	2 85
Other shopmen .....	85	51,335 51	2 17
Section foreman .....	20	7,808 48	2 32
Other trackmen .....	118	33,779 17	1 71
Switch tenders, crossing tenders and watchmen .....	5	1,378 78	1 60
Telegraph operators and dispatchers .....	19	13,770 76	2 54
All other employees and laborers .....	108	70,958 68	2 64
<b>Total (including general officers) .....</b>	<b>774</b>	<b>\$ 487,518 05</b>	<b>\$ 2 68</b>
<b>Total (excluding general officers) .....</b>	<b>761</b>	<b>\$ 448,180 77</b>	<b>\$ 2 51</b>
<b>Total including general officers entire line .....</b>	<b>2,345</b>	<b>\$ 1,856,364 49</b>	<b>\$ 2 39</b>

## TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE

*Passenger Traffic:* Number of passengers carried earning revenue, 569,603; number of passengers carried one mile, 50,932,448; one mile per mile of road, 107,821; average distance carried, 89.42 miles.

Total passenger revenue, \$1,297,694.89; average amount received from each passenger, \$2.27824; average receipts per passenger per mile, \$.02555.

Total passenger service train revenue, \$1,542,124.46; per mile of road, \$3,264.58; per train mile, \$1,67633.

*Freight Traffic:* Number of tons carried of freight earning revenue, 1,016,596; tons carried one mile, 279,136,969; one mile per mile of road, 590,916; average distance hauled one ton, 274.58 miles.

Total Freight Revenue, \$3,217,045.34; average amount received for each ton of freight, \$3.16453; per ton per mile, \$.01152; freight revenue per mile of road, \$6,810.29; per train mile, \$7.03292.

*Total Traffic:* Operating revenues, \$4,819,464.65; operating revenue per mile of road, \$10,202.52; per train mile, \$3.58728.

Operating expenses, \$2,322,127.52; per mile of road, \$4,915.80; per train mile, \$1.72843.

Net operating revenue, \$2,497,337.13; per mile of road, \$5,286.72.

Average number passengers per car mile, 12; per train mile, 55.

Average number passenger cars per train mile, 6.92; average number tons of freight per loaded car mile, 20.31; average number of tons of freight per train mile, 610.23; average number freight cars per train mile, 37.84; average number loaded cars per train mile, 30.04; average number empty cars per train mile, 6.86.

Average mileage operated during the year, 472.38.

*Locomotive Mileage*—Revenue service: Freight, 441,571; passenger, 906,403; mixed, 34,074; special, 200; switching, 179,241; total, 1,561,489.

Non-revenue service locomotive miles, 164,486.

*Car Mileage*—Revenue service: Freight, loaded, 13,742,865; empty, 3,138,778; caboose, 426,867; total, freight car miles, 17,308,510; passenger, 1,955,584; sleeping, parlor and observation, 2,340,933; other passenger train cars, 2,071,817; total passenger car miles, 6,368,334; special passenger, 237; sleeping, parlor and observation, 447; others, 596; total special car miles, 1,280.

Total revenue car mileage, 23,678,124.

Non-revenue service car miles, 3,155,877.

*Train Mileage*—Revenue service: Freight, 423,353; passenger, 885-868; mixed, 34,074; special, 191; total revenue train mileage, 1,343,486.

Non-revenue service train miles, 162,260.

## TRAFFIC AND MILEAGE STATISTICS—STATE OF OREGON.

*Passenger Traffic:* Number of passengers carried earning revenue, 383,451; number of passengers carried one mile, 9,026,143; one mile per mile of road, 183,309; average distance carried, 23.54 miles.

Total passenger revenue, \$207,713.00; average amount received from each passenger, \$.54169; average receipt per passenger per mile, \$.02301.

Total passenger service train revenue, \$214,633.42; per mile of road, \$4,358.92; per train mile, \$1.60903.

*Freight Traffic:* Number of tons carried freight earning revenue, 497,983; number of tons carried of intrastate freight earning revenue, 61,538; number of tons carried one mile, 8,008,346; number of tons

carried one mile (intrastate) 2,087,621; tons carried one mile per mile of road, 162,639; tons carried one mile (intrastate) per mile of road, 42,397; average distance haul one ton, 16.08 miles; average distance haul one ton (intrastate) 33.92 miles.

Total freight revenue (State of Oregon) \$151,254.88; total intrastate freight revenue, \$60,357.04; average amount received for each ton of freight, \$3.0374; average amount received for each ton of intrastate freight, \$.98081; average receipt per ton per mile, \$.01889; average receipt per ton per mile intrastate, \$.02891.

Freight revenue per mile of road, \$3,071.79; per train mile, \$3.43667.

*Total Traffic:* Operating revenues, \$415,273.44; per mile of road, \$8,433.66; per train mile, \$2.38508.

Operating expenses, \$448,679.29; per mile of road, \$9,112.09; per train mile, \$2.57694.

Net operating deficit, \$33,405.85; per mile of road, \$678.43.

Average number of passengers per car mile, 20; per train mile, 68; average number passenger cars per train mile, 4.77; average number of tons of freight per loaded car mile, 14.55; average number of tons of freight per train mile, 181.96; average number of freight cars per train mile, 17.95; average number of loaded cars per train mile, 12.51; average number of empty cars per train mile, 4.60.

Average mileage operated during the year, 49.24.

*Locomotive Mileage*—Revenue service: Freight, 42,896; passenger, 132,912; mixed, 3,330; special, 38; switching, 90,789; total, 269,965.

Non-revenue service, locomotive miles, 38,268.

*Car Mileage*—Revenue service: Freight, loaded, 550,549; empty, 202,551; caboose, 36,720; total freight car miles, 789,820; passenger, 312,417; sleeping, parlor and observation, 144,139; other passenger, 179,448; total passenger car miles, 636,004; special car miles, 76; total revenue car miles, 1,425,900.

Non-revenue service car miles, 548,405.

*Train Mileage*—Revenue service: Freight, 40,682; passenger, 130,063; mixed, 3,330; special, 38; total revenue train mileage, 174,113.

Non-revenue service train miles, 37,844.

## FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE—IN TONS.

*Products of Agriculture:* Grain, 93,217; flour, 13,401; other mill products, 11,891; hay, 6,017; tobacco, 24; cotton, 87; fruit and vegetables, 13,262; other products of agriculture, 6,526; total, 144,425.

*Products of Animals:* Livestock, 11,291; dressed meats, 2,482; other packing-house products, 2,887; poultry, game and fish, 11,698; wool, 839; hides and leather, 4,169; other products of animals, 5,318; total, 38,684.

*Products of Mines:* Anthracite coal, 1,211; bituminous coal, 25,288; coke, 326; stone, sand and other like articles, 17,767; other products of mines, 377; total, 44,969.

*Products of Forest:* Lumber, 414,538; other products of forest, 41,331; total, 455,869.

*Manufactures:* Petroleum and other oils, 22,835; sugar, 3,772; naval stores, 192; iron, pig and bloom, 2,793; iron and steel rails, 54,508; other castings and machinery, 39,218; bar and sheet metal, 15,628; cement, brick and lime, 28,405; agricultural implements, 4,136; wagons, carriages,

tools, etc., 6,127; wines, liquors and beers, 3,936; household goods and furniture, 12,047; other manufactures, 54,270; total, 247,867.

Merchandise, 64,400; miscellaneous, 20,382.

Total freight tonnage, 1,016,596.

#### INTRASTATE FREIGHT TRAFFIC MOVEMENT—STATE OF OREGON—IN TONS.

*Products of Agriculture:* Grain, 22; other mill products, 635; hay, 560; fruit and vegetables, 187; other products of agriculture, 15; total, 1,419.

*Products of Animals:* Livestock, 2,839; dressed meats, 41; other packing-house products, 57; poultry, game and fish, 35; hides and leather, 9; other products of animals, 34; total, 3,015.

*Products of Mines:* Bituminous coal, 483; stone, sand and other like articles, 7,503; total, 7,986.

*Products of Forest:* Lumber, 24,027; other products of forest, 8,696; total, 32,723.

*Manufactures:* Petroleum and other oils, 3,547; naval stores, 15; iron, pig and bloom, 98; iron and steel rails, 63; other castings and machinery, 925; bar and sheet metal, 195; cement, brick and lime, 1,377; wagons, carriages, tools, etc., 31; wines, liquors and beers, 774; household goods and furniture, 38; other manufactures, 1,126; total, 8,189.

Merchandise, 7,444; miscellaneous, 762.

Total freight tonnage, 61,538.

*Description of Equipment:* Locomotives, 68; cars in passenger service, first class, 21; second class, 18; combination, 1; dining, 3; parlor, 6; sleeping, 3; baggage, express and postal, 25; total, 77; in freight service, box, 346; flat, 135; tank, 30; total, 511; in company service, officers', 2; gravel, 149; derrick, 2; caboose, 27; others, 60; total, 240.

Total cars owned and in service, 828.

#### MILEAGE OPERATED.

	In Oregon	In Wash- ington	Entire line
<b>Lines owned—main line:</b>			
Mileage of single track .....	84.89	366.41	450.80
Miles of second track .....	3.49	.51	4.00
Miles of yard track and sidings .....	29.08	90.75	119.83
<b>Total .....</b>	<b>116.96</b>	<b>457.67</b>	<b>574.63</b>
<b>Branches and spurs:</b>			
Miles of single track .....	3.50	43.07	46.57
Miles of yard track and sidings .....	.06	4.45	4.51
<b>Total .....</b>	<b>3.56</b>	<b>47.52</b>	<b>51.04</b>
<b>Lines operated under trackage rights and lease:</b>			
Miles of single track .....	39.94	13.64	53.58
Miles of second track .....	5.44	3.91	8.85
Miles of yard track and sidings .....	7.68	-----	7.68
<b>Total .....</b>	<b>52.06</b>	<b>17.55</b>	<b>69.61</b>
<b>New lines constructed during year:</b>			
Miles of single track .....	-----	-----	-----
Miles of second track .....	-----	-----	-----
Miles of yard tracks and sidings .....	3.84	4.33	8.17
<b>Total .....</b>	<b>3.84</b>	<b>4.33</b>	<b>8.17</b>

New rails laid during the year, 80.65 tons.

New ties laid during the year: Mountain fir, 2,871; average price, \$.349.

New switch ties laid during the year: 18,028 ft. B. M. @ average price, \$.950 per M. B. M.

*Characteristics of Road*—State of Oregon: 124.52 miles.

Alignment: Number of curves, 202; aggregate length of curved line, 39.95 miles; length of straight line, 84.57 miles.

Profile: Length of level line, 83.77 miles; ascending grades, 67; sum of ascents, 301 feet; aggregate length of ascending grades, 17.66 miles; descending grades, 63; sum of descents, 331.15 feet; aggregate length of descending grades, 23.09 miles.

Bridges: Steel, 17; aggregate length, 9,497 feet; combination, 3; aggregate length, 199 feet; total 20; aggregate length, 9,696 feet.

Trestles, 98; aggregate length, 49,029 feet.

Tunnels, 4; aggregate length, 7.89 feet.

Overhead highway crossings, 8.

Overhead railway crossings, 3.

Gauge of track: 4 feet 8½ inches; 124.52 miles.

NOTE.—In addition there are the following bridges on sidetracks and spurs: 22 trestles owned and operated, 18,070 feet; 6 trestles operated, not owned, aggregate length, 6,557; trestles owned jointly with O.-W. R. & N. Co., 2,077 feet.

Telegraph: Owned, miles of line, 122.94; miles of wire, 598.17; owned by other companies and operated jointly by them and this company, 119.40 miles wire; operated solely by other companies, 546.20 miles wire.

## SUMPTER VALLEY RAILWAY COMPANY.

Organized August 15, 1890, under the laws of Oregon.

*Directors:* David Eccles, Ogden, Utah; C. W. Nibley, Salt Lake City, Utah; Geo. Stoddard, Baker, Oregon; F. M. Shurtliffe, Baker, Oregon; J. M. Leishman, Baker, Oregon.

*Officers:* Chairman of the Board, President, Treasurer and General Manager, David Eccles; Vice-President, C. W. Nibley; Secretary and Chief Engineer, J. A. West; Attorney, J. L. Rand; Assistant Superintendent, Joseph Barton; General Freight and Passenger Agent, S. S. Landis; Auditor, F. H. Atkinson.

*Road Owned and Operated:* Main line, single track, Baker, Oregon, to Prairie City, Oregon, 81.07 miles; yard track and sidings, 8.66; total miles operated and owned, all tracks, 89.93.

New line constructed during the year, 18.83 miles, Austin to Prairie City, Oregon, put in operation January 1, 1911.

## CAPITALIZATION.

*Capital Stock:* Common, total par value authorized and outstanding, \$1,000,000; held in treasury, \$190,000; not held by respondent, \$810,000;

*Funded Debt:* First mortgage 6% bonds, total par value authorized and outstanding, \$1,000,000; held in treasury, \$190,000; not held by



respondent, \$810,000; interest accrued during the year, \$42,900; paid during the year, \$42,900.

Total capitalization, \$2,000,000; assigned to railways amount per mile of line, \$24,670. Of the securities held in treasury reported in last year's report, \$380,000 par value were disposed of at discount of \$85,000.

*Expenditures for New Line During Year:* Cost of road purchased Austin to Prairie City, Oregon, 18.83 miles, \$295,000. Total cost of road and equipment to June 30, 1911, \$1,557,764.99; per mile of line, \$19,-215.06.

*Income Account:* Operating revenues, \$250,310.04; operating expenss, \$164,501.65; net operating revenue, \$85,808.39; taxes accrued, \$6,451.24; operating income, \$79,357.15; interest accrued on funded debt, \$42,900; net corporate income for the year, \$36,457.15.

*Profit and Loss—Credit:* Balance June 30, 1910, \$24,086.31; surplus for year from income account, \$36,457.15; deficit to June 30, 1911, \$24,-456.54; total, \$85,000.

Debit: Extinguishment of discount on securities, \$85,000.

#### OPERATING REVENUES STATE OF OREGON AND ENTIRE LINE.

Revenue from transportation, freight, \$184,590.29; passenger, \$47,-524.45; excess baggage, \$855.05; mail, \$6,704.62; express, \$2,552.31; total passenger service train revenue, \$57,636.43; switching revenue, \$386.00; total revenue from transportation, \$242,612.72.

Revenue from operations other than transportation: Storage, baggage, \$25.10; miscellaneous, \$7,672.22; total, \$7,697.32.

Total operating revenues, state and entire line, \$250,310.04.

*Operating Expenses:* Maintenance of way and structures, \$53,277.47; maintenance of equipment, \$38,244.60; transportation expenses, \$67,-850.44; general expenses, \$5,129.14. Total operating expenses state and entire line, \$164,501.65.

Ratio of operating expenses to operating revenues, 65.72 per cent.

*General Balance Sheet—Assets:* Road and equipment, \$1,557,764.99; working assets, including \$380,000. Securities held in treasury, \$440,-543.46; deficit, \$24,456.54; grand total, \$2,022,764.99.

*Liabilities:* Capital stock, common, held by company, \$190,000; not held by company, \$810,000; total, \$1,000,000; first mortgage bonds held by company, \$190,000; not held by company, \$810,000; total, \$1,000,000; additions to property since June 30, 1907, through income, \$22,764.99; grand total, \$2,022,764.99.

## EMPLOYEES AND SALARIES—STATE OF OREGON.

Class	Num-ber	Total yearly compensa-tion	Average daily compensa-tion
General officers .....	6	\$ 3,300 00	\$ 4 52
Other officers .....	4	5,700 00	3 90
General office clerks .....	1	980 00	2 63
Station agents .....	4	3,080 00	2 41
Other stationmen .....	5	3,478 80	2 00
Enginemen .....	7	7,332 33	3 75
Firemen .....	7	4,888 22	2 75
Conductors .....	7	5,754 63	3 50
Other trainmen .....	7	4,110 45	2 50
Machinists .....	9	11,740 35	3 69
Carpenters .....	8	5,811 45	2 75
Other shopmen .....	6	5,343 91	2 98
Section foremen .....	10	5,872 65	2 34
Other trackmen .....	84	23,996 35	2 06
Switch tenders, crossing tenders and watchmen .....	1	150 00	41
All other employees and laborers .....	1	3,579 15	2 76
Total (including general officers) .....	167	\$ 95,108 29	\$ 2 46
Total (excluding general officers) .....	161	\$ 91,808 29	\$ 2 64

## TRAFFIC AND MILEAGE STATISTICS—OREGON AND ENTIRE LINE.

*Passenger:* Number carried earning revenue, 31,912; carried one mile, 1,143,111; carried one mile per mile of road, 15,952; average distance carried, 35.82 miles.

Total passenger revenue, \$47,524.45; average amount received from each passenger, \$1.4328; per passenger per mile, \$.04156.

Total passenger service train revenue, \$57,636.43; per mile of road, \$804.36; per train mile, \$1.1018.

*Freight:* Number tons carried of freight earning revenue, 70,649; tons carried one mile, 3,278,113; one mile per mile of road, 45,748; average distance haul one ton, 46.4 miles.

Total freight revenue, \$184,590.29; average amount received from each ton of freight, \$2.61278; per ton per mile, \$.05631.

Freight revenue per mile of road, \$2,576.09.

Total traffic operating revenues, \$250,310.04; per mile of road, \$3,493.26.

Operating expenses, \$164,501.65; per mile of road, \$2,295.74.

Net operating revenue, \$85,808.39; per mile of road, \$1,197.52.

Average number of passengers per car mile, 9; per train mile, 22; average number passenger cars per train mile, 2.43.

Average mileage operated during the year, 71.655 miles.

No record kept of car and train mileage.

## FREIGHT TRAFFIC MOVEMENT, IN TONS— STATE AND ENTIRE LINE.

*Products of Agriculture:* Grain, 714; flour, 1,017; hay, 693; fruit and vegetables, 132; total, 2,556.

*Products of Animals:* Livestock, 2,576; wool, 148; hides and leather, 12; total, 2,736.

*Products of Mines:* Bituminous coal, 40; ores, 1,216; stone, sand and other like articles, 431; total, 1,687.

*Products of Forest:* Lumber, 34,639; other products of forest, 17,014; total, 51,653.

*Manufactures:* Petroleum and other oils, 50; iron, pig and bloom, 54; cement, brick and lime, 94; wagons, carriages, tools, etc., 28; wines, liquors and beers, 124; household goods and furniture, 30; total, 380.

Miscellaneous, 11,637.

Total tonnage entire line and state, 70,649.

All tonnage assigned to intrastate traffic.

*Description of Equipment*—Locomotives: Passenger, 3; freight, 9; switching, 1; total, 13.

Cars in passenger service, first class, 4; combination, 2; baggage, express and postal, 3; total, 9.

Cars in freight service, box, 61; flat, 65; stock, 19; coal, 21, logging, 126; refrigerator, 2; others, 32; total, 326.

Cars in company service, officers', 1; derrick, 1; caboose, 4; others, 15; total, 21; total cars in service, 356.

Equipment owned, not in service: Locomotives, 2; freight cars, 178.

NOTE.—There was no new equipment added during the year. The increases shown over previous year are due to corrected inventory.

New ties laid during the year: Fir and tamarack, 14,380; average price at distributing point, \$.185.

*Characteristics of Road*—Working divisions: Baker to Sumpter, Oregon, 31.54 miles; Sumpter to Whitney, Oregon, 14.60 miles; Whitney to Austin, Oregon, 16.10 miles; Austin to Prairie City, Oregon, 18.83 miles; total mileage operated, 81.07.

Alignment: Number of curves, 415; aggregate length of curved line, 37.42 miles; length of straight line, 43.65 miles.

Profile: Length of level line, 3.90 miles; ascending grades, 24; sum of ascents, 4,043 feet; aggregate length of ascending grades, 50.96 miles.

Descending grades, 13; sum of descents, 4,405.5 feet; aggregate length of descending grades, 27.97 miles.

Bridges, wooden, 61; aggregate length, 3,392 feet.

Trestles, 18; 1,705 feet aggregate length.

Telephone lines, miles of line, 81.07; miles of wire, 162.14, operated by this company.

## UMATILLA CENTRAL RAILROAD COMPANY.

(Effective midnight December 23, 1910, all property of this company, together with all right and franchises appertaining thereto, were conveyed to Oregon-Washington Railroad & Navigation Company, thereupon this company liquidated its affairs and on May 13th, dissolved.)

Organized May 24, 1906, under the laws of Oregon.

*Directors:* J. P. O'Brien, W. W. Cotton, C. G. Sutherland, J. G. Wilson, L. F. Steel, Portland, Oregon.

*Officers:* President, J. P. O'Brien; Vice-President, C. G. Sutherland; Secretary, L. F. Steel; Treasurer, F. V. S. Crosby; Auditor, R. Blaisdell; Chief Engineer, G. W. Boschke.

Road leased to The Oregon Railroad & Navigation Company, 14.21 miles, extending from Pilot Rock Junction to Pilot Rock, Oregon, for semi-annual rental of \$9,500.

## CAPITALIZATION.

Total par value outstanding, \$100,000. Dividends declared \$5,359.69. No payments have been made on the stock outstanding. The capital stock of the company was liquidated under date of February 28, 1911, the certificates returned to the Secretary, and cancelled about May 23, 1911. The dividends reported above represent a final distribution of the assets of the company to the stockholders after liquidating the stock and all other liabilities of the corporation.

*Expenditures during the Year Charged to Capital Account*—Road: \$1,528.71; total to December 23, 1910, road, \$305,816.53; general expenditures, \$5,831.37; grand total, \$311,647.90; per mile of line, \$21,931.59.

*Income Account*: Gross income from lease of road (from July 1st to December 23, 1910), \$9,091.40; taxes accrued, \$50.00; net income from lease of road, \$9,041.40; gross corporate income, \$9,041.40; deductions, other interests, \$8,926.24; net corporate income, \$115.16; transferred to the credit of profit and loss.

*Profit and Loss*: Credit June 30, 1910, \$1,892.43; balance for year brought forward from income account \$115.16; profit from sale of property to the O. W. R. & N. Company, \$3,352.10; Total, 5,359.69.

Debits: Final dividend on common stock, \$5,359.69.

*General Balance Sheet*: In closing the books of the Umatilla Central Railroad all accounts were balanced out, hence no figures reported under this caption.

## COMMERCIAL ROADS--ELECTRIC

### KENTON TRACTION COMPANY.

Organized March 22, 1909, under the laws of Oregon.

*Directors:* C. C. Colt, J. C. Good, Geo. F. Heusner, R. H. Brown, Chas. H. Carey, all of Portland, Oregon.

*Officers:* President, C. C. Colt; Secretary, J. C. Good; Attorneys, Carey & Kerr; General Manager, Geo. F. Heusner; General Superintendent, Chas. L. Brown; Traffic Manager, Geo. F. Anderson.

*Mileage of Road Operated*—Owned: Northern limits of city of Portland to Oregon Slough and North Portland, 2.9 miles; leased from Portland Ry. Light & Power Co. from Kilpatrick Street, Kenton Addition, Portland, to northerly limits of City of Portland, .10 miles; total, operated, 3 miles.

*Capital Stock:* Total par value authorized, \$40,000; par value outstanding not held by respondent, \$20,000.

Expenditures for road, \$37,988.78; cost per mile of line, \$13,099.78; of the above cost, \$12,461.32 was expended during the year.

*Income Account:* Operating revenues, \$22,425.20; operating expenses, \$20,033.81; gross income less operating expenses, \$2,391.39; surplus at close of the year, \$6,201.71.

*Operating Revenues:* Passenger, \$20,583.24; mail, \$124.41; express, \$1,717.55; total revenue from transportation, and total operating revenues, \$22,425.20.

*Operating Expenses:* Way and structures, \$2,816.75; equipment, \$1,614.75; conducting transportation, \$12,190.17; general and miscellaneous, \$3,412.14; total operating expenses, \$20,033.81; ratio to operating revenues, 89.33 per cent.

*General Balance Sheet—Assets:* Cost of road, \$37,988.78; cash and current assets, \$1,111.06; grand total, \$39,099.84.

*Liabilities:* Capital stock, common, \$20,000; current liability, \$11,451.67; depreciation fund, \$1,446.46; surplus, \$6,201.71; grand total, \$39,099.84.

*Traffic and Mileage Statistics:* Passenger car mileage, \$138,370; passenger car hours, 11,470; regular fare passengers carried, 424,634; total passengers carried, 424,634; passenger revenue, \$20,583.24; average fare revenue passengers, \$.0484; total revenue from transportation, \$22,425.20; revenue per car mile, \$.16207; per car hour, \$1.955; total operating revenue, \$22,425.20; per car mile, \$.16207; per car hour, \$1.955; total operating expenses, \$20,033.81; per car mile, \$.145; per car hour, \$1.746.

*Employees:* Officers, 1; others, 8; total, 9; aggregate salaries, \$8,177.67.

## OREGON ELECTRIC RAILWAY COMPANY.

Organized May 14, 1906, under the laws of the State of Oregon.

*Directors:* C. R. Gray, Geo. A. Kyle, C. A. Coolidge, W. F. Turner, Chas. H. Carey, L. B. Wickersham, Edward Cookingham, all of Portland, Oregon.

*Officers:* President, C. R. Gray; Vice-President, Geo. A. Kyle; Secretary and Comptroller, W. F. Turner; Treasurer, T. N. Dunbar; General Manager, C. A. Coolidge; Chief Engineer, L. B. Wickersham; General Freight and Passenger Agent, W. E. Coman; General Counsel, Carey & Kerr.

*Road Operated—Owned:* Portland to Salem, Oregon, 49.48 miles; Garden Home to Forest Grove, 19.10 miles; West Woodburn to Woodburn, 2.70 miles; operated under trackage rights United Railways Company within the city of Portland, Oregon, .40 miles.

## CAPITALIZATION.

*Capital Stock:* Common, authorized, \$5,000,000; issued and outstanding, \$1,950,000; preferred authorized, \$5,000,000; outstanding, \$200,000. (Dividends declared during the year, \$12,000.) Deferred authorized, \$400,000; outstanding, \$380,000.

*Funded Debt:* First mortgage twenty-five year 5% bonds authorized, \$10,000,000; issued and outstanding, \$2,000,000; interest accrued and paid during the year, \$100,000.

Capitalization per mile of line, \$63,552.19.

*Expenditures for Road and Equipment:* Road, \$5,280,972.87; equipment, \$230,060.57; general expenditures, \$57,114.35; total, \$5,568,147.79.

Cost of road per mile of line on basis of charges for completed line, \$74,509.76.

*Income Account:* Operating revenues, \$616,079.79; operating expenses, \$323,512.28; net operating revenue, \$292,567.51; miscellaneous income, \$5,239.62; gross income less operating expenses, \$297,807.13.

*Deductions:* Taxes, \$30,403.03; interest on funded debt, \$100,000. Total deductions, \$130,403.03. Net income, \$167,404.10.

*Disposition of Net Income:* 6% dividends on \$200,000 preferred stock, \$12,000; surplus for the year, \$155,404.10; surplus at the beginning of the year, \$236,419.47.

*Profit and Loss Adjustment During the Year:* Debit, \$1,660.61; surplus at close of year, \$390,162.96.

*Revenue from Transportation:* Passenger, \$484,937; baggage, \$623.36; special cars, \$3,230.50; mail, \$671.17; express, \$15,129.05; freight, \$99,446.84; switching, \$249.37; miscellaneous, \$2,266.57; total, \$606,553.86.

*Revenue from Operations Other than Transportation:* Station and car privileges, \$178.39; storage, \$208.53; car service, \$614; telegraph and telephone service, \$212.92; rents of tracks and terminals, \$132.11; rent of equipment, \$6,957.56; miscellaneous, \$1,222.42; total, \$9,525.93; total operating revenues, \$616,079.79.

*Operating Expenses:* Way and structures, \$56,618.07; equipment, \$33,457.96; traffic, \$9,722.83; conducting transportation, \$167,385.82; general and miscellaneous, \$56,327.60; total, \$323,512.28.

Ratio of operating expenses to operating revenues, 52.51 per cent.

*General Balance Sheet*—Assets: Cost of road, \$5,280,972.87; cost of equipment, \$230,060.57; general expenditures, \$57,114.35; cash and current assets, \$124,763.98; deferred items, \$10,662.76; total, \$5,703,574.53.

*Liabilities*: Capital stock, preferred, \$200,000; capital stock, common, \$1,960,000; capital stock, deferred, \$380,000; funded debt, \$2,000,000; current liabilities, \$738,657.01; taxes accrued, not due, \$10,550.64; interest on funded debt, accrued, not due, \$16,666.66; miscellaneous interest accrued not due, \$17,495.18; deferred credit items, \$42.08; surplus, \$390,162.96; total, \$5,703,574.53.

*Mileage, Traffic and Miscellaneous Statistics*: Passenger car mileage, 861,787; freight, mail and express car mileage, 305,553; total, 1,167,340.

Revenue passengers carried, 1,214,691; passenger revenue, \$484,937; average fare, \$.39923; total revenue from transportation, \$606,553.86.

Revenue from transportation per car mile, \$.51960.

Total revenue from other than transportation, \$9,525.93; per car mile, \$.00816.

Total operating revenue, \$616,079.79; per car mile, \$.52776.

Total operating expenses, \$323,512.28; per car mile, \$.27714.

*Employees*: General Officers, 9; superintendents, 3; general office clerks, 10; other employees, 336; total, 358.

Aggregate salaries, \$196,612.16.

*Description of Equipment*: Closed passenger cars, with electric equipment, 19; without electric equipment, 4; freight cars without electric equipment, 132; baggage cars with electric equipment, 2; work cars with electric equipment, 2; without electric equipment, 1; electric locomotives, 2; total of all cars, 162.

## PORTLAND, EUGENE & EASTERN RAILWAY COMPANY.

Organized October 7, 1907, under the laws of Oregon.

*Directors*: A. Welch, Portland, Oregon; Issac W. Anderson, Tacoma, Washington; Geo. D. O'Conner, Eugene, Oregon; F. D. Fleishauer, Portland, Oregon; J. O. Storey, Mrs. J. O. Storey, Susie Storey, Tacoma, Washington.

*Officers*: Chairman of the Board and President, A. Welch; Vice-President, Issac W. Anderson; Secretary, E. W. Hall.

*Road Operated*: City limits, Eugene, 11.8 miles; city line Albany, .93 miles; city line Salem, 2.66 miles; city line Springfield, 1.94 miles; city limits of Eugene to city limits of Springfield, 3 miles; total main line, 18.584 miles. Miles of sidings and turnouts, .06; total mileage operated all tracks, 18.644.

## CAPITALIZATION.

*Capital Stock*: Number of shares authorized, 10,000; par value \$100 per share; total par value authorized, \$1,000,000; outstanding \$508,600; not held by respondent, \$508,200; held in treasury, \$400.

*Funded Debt*: Total par value authorized outstanding, not held by respondent, \$50,000. This consists of note executed by this company for

which the company gave a mortgage on its entire property as security. Note bears interest at the rate of 8% payable monthly; interest paid during the year, \$4,000.06.

Total capitalization, par value outstanding, \$558,600; per mile of line, \$30,058.11.

*Expenditures for Road and Equipment During the Year:* Road, \$89,074.17; equipment, \$9,314.53; general expenditures, \$29.35; total, \$98,418.05.

Total cost to June 30, 1911: Road, \$764,665.47; equipment, \$36,741.14; general expenditures, \$29.35; total, \$801,435.96; per mile of line, \$43,125.05.

NOTE.—The amount for cost of road has been adjusted during the year and now includes items heretofore carried in the Balance Sheet under the head of "Property Rights and Privileges" as follows:

Property purchased from the Eugene & Eastern Railway Company acquired in 1907; paid for with \$450,000 par value capital stock of Portland, Eugene & Eastern Railway Company.

Property at Albany acquired in 1907, less sale of old equipment, paid for with cash, \$5,370.25.

Cash advances made on account of acquisition of property of the Corvallis & Alsea River Railroad Company, \$7,479.49.

*Income Account:* Operating revenue, \$57,351.05; operating expenses, \$45,175.16; net operating revenue, \$12,175.89.

Deductions: Taxes, \$343.44; interest, \$9,001.98; total, \$9,345.42.

Net income, \$2,830.47; surplus at beginning of year, \$36,559.15; total, \$39,389.62.

*Profit and Loss Adjustments During the Year*—Credit: Bonus College Hill loop, \$14,475.50.

Debit: Commission, \$300; uncollectible accounts, \$100; adjustments in insurance and stationery accounts, \$107.70; discount, \$3,000; total, \$3,507.70.

Net amount of adjustment during the year, \$10,966.80.

Surplus at close of year, \$50,356.42.

*Operating Revenue:* Passenger, \$56,022.70; baggage, \$562.95; parlor chair and special car revenue, \$175.05; freight revenue, \$9.35; miscellaneous transportation revenue, \$581; total operating revenue, \$57,351.05.

*Operating Expenses:* Way and structures, \$2,632.98; equipment, \$4,732.46; traffic, \$84.05; conducting transportation, \$29,226.44; general and miscellaneous, \$8,499.23; total, \$45,175.16.

*General Balance Sheet*—Assets: Cost of road, \$764,665.47; cost of equipment, \$36,741.14; general expenditures, \$29.35; cash and current assets, \$7,670.59; capital stock issued held in treasury, \$400; total, \$809,506.55.

*Liabilities:* Capital stock, common, \$508,600; funded debt, \$50,000; current liabilities, \$199,424.92; taxes accrued, not due, \$600; funded debt accrued, not due, \$525.21; surplus, \$50,356.42; total, \$809,506.55.

*Important Changes During the Year:* Road put in operation, city limits, Eugene, 4.25 miles; Albany, .18 miles; Springfield, .194 miles; Eugene to Springfield, 3 miles; sidings and turnouts, Eugene, .06 miles; total, 7.684 miles.

*Mileage, Traffic and Miscellaneous Statistics:* Passenger car mileage, 252,026; passenger car hours, 33,729; regular fare passengers carried,



970,876; revenue transfer passengers carried, 32,976; free transfer passengers carried, 21,541; total passengers carried, 1,025,393.

Passenger revenue, \$56,022.70; average fare revenue passenger, \$.0558; average fare all passengers, including transfer passengers, \$.0546.

Total revenue from transportation, \$57,351.05; per car mile, \$.2275; per hour, \$1.70.

Total operating expenses, \$45,175.16; per car mile, \$.01793; per car hour, \$1.339.

*Employees:* General Officers, 4; general office clerks, 1; superintendents, 2; other employees, 24; total, 31; aggregate salaries and wages paid, \$24,881.53.

*Description of Equipment:* Closed passenger cars with electric equipment, 10; without electric equipment, 1; total, 11.

Freight cars, without electric equipment, 1.

Total cars of all classes, 12.

## PORTLAND RAILWAY, LIGHT & POWER COMPANY.

Organized June 28, 1906, supplemental articles filed October 19, 1906, under the laws of the State of Oregon.

Consolidation of Portland Railway Company, the Oregon Water Power & Railway Company, and Portland General Electric Company.

*Directors:* J. C. Ainsworth, Franklin I. Fuller, Frederick V. Holman, Chas. M. Huggins, Benage S. Josselyn, Wm. M. Ladd, Chas. J. Sweigert, Theodore B. Wilcox, all of Portland, Oregon; A. C. Bedford, New York, N. Y.; Clarence M. Clarke, Philadelphia, Pa.; Herbert L. Clarke, Philadelphia, Pa.; Ogden Mills, New York, N. Y.; Frederick Strauss, New York, N. Y.

*Officers:* Chairman of the Board, Clarence M. Clarke; President, Benage S. Josselyn; Vice-Presidents, Franklin I. Fuller, Herbert L. Clarke, M. S. Hopkins, E. W. Clarke, Jr.; Secretary, George L. Estabrooke; Treasurer, Chas. M. Huggins; Attorney, Frederick V. Holman; Auditor, Robert W. Shepard; General Manager, F. W. Hild; Chief Engineer, Thos. Pumfrey; General Superintendent of Railways, C. J. Franklin; Traffic Manager, F. D. Hunt; Land Agent, George J. Kelly.

*Road Operated*—Line Owned: Portland to Cazadero, 40.65 miles; Golf Junction to Canemah, 11.23 miles; Linneman Junction to Troutdale, 6.68 miles; Oregon City to Willamette Falls, 3.95 miles; City limits to St. Johns and Vancouver, 4.78 miles; city mileage, Portland, 79.96 miles; City mileage, Salem, 10.89 miles. Total, 158.05 miles.

Mileage of road operated all tracks; line owned, single track, 158.05 miles; second track, 64.56 miles; siding and turnouts, 37.79 miles; total owned, 260.40; line operated under lease, single track, 1.15; second track, 1.15; total, 2.30.

Total mileage operated, single track, 159.20; second track, 65.71; sidings and turnouts, 37.79; total, 262.70.

New line constructed during the year: Miles of single track, 4.10; second track, 4.18; sidings and turnouts, 4.68; total, 12.96.

## CAPITALIZATION.

*Capital Stock:* Common, 250,000 shares, par value \$100 per share; total par value authorized and outstanding, \$25,000,000; held in treasury,

\$12,500; par value not held by respondent, \$24,987,500; old issue (not exchanged) outstanding, not held by respondent, par value, \$5,000. Dividends declared during the year, \$825,000.

*Funded Debt:* Total par value outstanding, \$32,344,000; in treasury, \$4,184,000; in sinking or other fund, \$162,000; total par value not held by respondent, \$27,998,000; interest accrued and paid during the year, \$1,377,310.28.

NOTE:—Capitalization includes the investment in water power plant, also investment in light and power system and therefore it is impracticable to state the cost of railway lines on that basis.

*Expenditures*—For additions during the year: Road, \$1,974,124.65; equipment, \$676,690.21; deductions during the year, road, \$2,464,843.93; total cost of road and equipment to June 30, 1911, \$30,537,152.24; per mile of line, \$193,205.

*Income Account:* Operating revenues, \$3,871,032.68; operating expenses, \$2,015,788.02; net operating revenue, \$1,855,244.66; miscellaneous income, including light and power, locks, canals and water power, \$1,598,973.92; gross income, less operating expenses, \$3,454,218.58.

Deductions from Income: Taxes on real and personal property, \$327,314.44; on earnings, \$9,011.80; interest on funded debt, \$1,377,310.28; on floating debt, \$5,083.95; other deductions from income, \$79,240.63; total deductions, \$1,797,961.10; net income, \$1,656,257.48.

Disposition of Net Income: Reserve, for extraordinary renewals and replacements, \$375,357.52; dividends, \$825,000; total \$1,200,357.52; surplus for the year, \$455,899.96; surplus at beginning of year, \$1,479,306.55.

*Profit and Loss Adjustments During the Year:* Debit, \$218,005.59; surplus at close of year, \$1,717,200.92.

*Operating Revenues*—Revenue from Transportation: Passenger revenue, \$3,455,423.21; baggage revenue, \$1,088; parlor, chair and special car revenue, \$3,571.40; mail revenue, \$5,427.42; express revenue, \$54,998.72; milk revenue, \$7,192.40; freight revenue, \$272,390.46; switching revenue, \$5,738.15; miscellaneous transportation revenue, \$1,280.80; total revenue from transportation, \$3,807,110.56.

Revenue from operations other than transportation, station and car privileges, \$10,562.45; parcel room receipts, \$766.35; storage, \$43.70; car service, \$5,276.25; rents of tracks and terminals, \$22,848.81; rents of equipment, \$12,416.00; rents of buildings and other property, \$8,965.96; miscellaneous, \$3,042.60; total, \$63,922.12.

Total operating revenues, \$3,871,032.68.

*Operating Expenses:* Way and structures, \$225,329.39; equipment, \$224,796.89; traffic, \$24,386.22; conducting transportation, \$1,180,125.15; general and miscellaneous, \$361,150.37; total, \$2,015,788.02.

Ratio of operating expenses to operating revenue, 52.07 per cent.

## GENERAL BALANCE SHEET.

## ASSETS.

Cost of Road .....	\$29,860,462.03
Cost of equipment .....	676,690.21
Stocks owned .....	246,645.00
Funded debt owned .....	4,976,622.33
Light and power department .....	14,254,303.67
Cash and current assets .....	1,942,083.08
Portland Water Power & Electric Transmission Company, power plant .....	985,720.55
Incomplete construction .....	66,238.30
Cash advances .....	7,863.40
Unpaid subscriptions to capital stock .....	8,745,625.00
Discount on bonds .....	308,871.25
Sinking and other special funds .....	173,042.47
Cash in hands of agents .....	182,373.20
Grand total .....	\$62,425,840.49

## LIABILITIES.

Capital stock, common .....	\$25,005,000.00
Funded debt .....	32,344,000.00
Current liabilities .....	1,460,791.42
Taxes accrued, not yet due .....	119,954.01
Interest on funded debt, accrued, not yet due .....	85,740.00
Miscellaneous interest accrued, not yet due .....	33,106.80
Miscellaneous .....	89,116.17
Paving assessments .....	799,619.93
Portland Water Power & Electric Transmission Company loan .....	642,000.00
Suspense .....	18,843.09
Reserves .....	110,468.15
Surplus .....	1,717,200.92
Grand Total .....	\$62,425,840.49

*Mileage, Traffic and Miscellaneous Statistics:* Passenger car mileage, 13,043,892; freight, mail and express car mileage, 923,245; total car mileage, 13,967,137

Passenger car hours, 1,552,036.

Regular fare passengers carried, 64,483,585; revenue transfer passengers carried, 4,697,262; total revenue passengers carried, 69,180,847; free transfer passengers carried, 18,060,832; total passengers carried, 87,241,679.

Passenger revenue, \$3,455,423.21; average fare of revenue passenger \$.049; average fare all passengers, \$.039; total revenue from transportation, \$3,807,110.56; per car mile, \$.272; per car hour, \$2.453.

Total revenue from operations other than transportation, \$63,922.12; per car mile \$.005; per car hour, \$.041.

Total operating revenue, \$3,871,032.68; per car mile, \$.277; per car hour, \$2.494.

Total operating expenses, \$2,015,788.02; per car mile, \$.144; per car hour, \$1.298.

*Employees:* General officers, 11; general office clerks, 124; superintendents, 6; other employees, 1,660; superintendents, transportation, 6; other employees, 1,421; total, 3,228.

Aggregate salaries and wages paid, \$1,958,121.54.

## DESCRIPTION OF EQUIPMENT.

	With electric equipment	Without electric equipment	Total
Closed passenger cars.....	430	32	462
Open passenger cars.....	62	49	111
Combined closed and open passenger car.....	3		3
Total passenger cars.....	495	81	576
Freight cars.....		311	311
Express cars.....	8		8
Work cars.....	17		17
Sweepers.....	1	4	5
Miscellaneous.....	9	10	19
Locomotives.....	10		10
Total cars of all classes.....	540	406	946

## UNITED RAILWAYS COMPANY.

Organized February 2, 1906, under the laws of Oregon.

*Directors:* C. R. Gray, F. A. Piel, L. B. Wickersham, O. W. Taylor, C. A. Coolidge, James B. Kerr, W. F. Turner, all of Portland, Oregon.

*Officers:* President, C. R. Gray; Vice-President and Chief Engineer, L. B. Wickersham; Secretary and Comptroller, W. F. Turner; Treasurer, T. N. Dunbar; Attorneys, Carey & Kerr; General Freight and Passenger Agent, W. E. Coman. All officers are located in Portland.

*Mileage of Line Owned and Operated:* Portland to Banks, 28.42 miles; city lines in Portland, 4 miles; under traffic arrangement with Oregon Electric Railway Company, .50 miles; total, 32.92 miles. There is also owned 1.22 miles of narrow gauge line extending from the Portland Railway, Light & Power Company's tracks just outside the city limits, Portland, to Mt. Calvary cemetery.

## CAPITALIZATION.

*Capital Stock:* Total par value authorized, not held by respondent, \$3,000,000. No dividends declared during the year.

*Funded Debt:* Mortgage bonds, total par value authorized, \$5,000,000; outstanding, \$750,000; in treasury, \$300,000; not held by respondent, \$450,000; interest accrued during the year, \$22,500. No interest paid during the year.

Amount of capitalization per mile of road, \$115,669.34.

*Expenditures for Road and Equipment During the Year:* Road, \$1,093,565.77; equipment, \$23,665.65; general expenditures, \$196,770.65; total, \$1,314,002.07. Adjustments in this account during the year were legal expenses, credit \$5,000, and \$2,208.66 transferred from equipment to grading.

Total cost to June 30, 1911: Road, \$5,642,144.46; equipment, \$79,557.72; general expenditures, \$347,143.71; total, \$6,068,845.89. Included in the above charges for road and general expenditures is the cost of new road which is not completed.

Additional mileage put in operation during the year, 15.42 miles extending from Burlington to Banks, Oregon.

*Income Account:* Operating revenues, \$83,544.12; operating expenses, \$111,992.77; net operating deficit, \$28,448.65; miscellaneous income, \$76.58.

Deductions from income, \$3,286.12; interest on funded debt, \$22,500; other deductions, \$4,655.85; total deductions, \$30,441.97; net loss, \$58,814.04; deficit at beginning of year, \$26,576.75.

Adjustments during the year: Interest on funded debt, \$38,867; total deficit at close of year, \$124,257.79.

*Operating Revenues*—Transportation: Passenger, \$42,168.78; express, \$2,405.49; baggage, \$6.55; parlor, chair and special car, \$56.75; freight \$17,457.63; switching, \$19,386.65; miscellaneous, \$1,026.10; total, \$82,507.95.

Revenue from operations other than transportation: Storage, \$1.70; car service, \$95; rent of equipment, \$929.80; miscellaneous, \$9.67; total operating revenues, \$83,544.12.

*Operating Expenses:* Way and structures, \$23,426.37; equipment, \$13,139.85; traffic, \$3,470.28; conducting transportation, \$54,734.24; general and miscellaneous, \$17,222.03; total \$111,992.77.

Ratio of operating expenses to operating revenues, 134.05 per cent.

#### GENERAL BALANCE SHEET.

*Assets:* Cost of road, \$5,642,144.46; cost of equipment, \$79,557.72; general expenditures, \$347,143.71; first mortgage bonds held in the treasury, \$300,000; cash and current assets, \$40,546.14; deferred items, \$2,100.01; deficit, \$124,257.79; grand total, \$6,535,749.83.

*Liabilities:* Capital stock, common, \$3,000,000; funded debt, \$750,000; current liabilities, \$2,691,453.44; interest accrued and not due, \$88,708.04; taxes accrued not yet due, \$5,588.35; total, \$6,535,749.83. The apparent increase in funded debt is the par value bonds held in treasury but not accounted for in previous reports.

*Mileage, Traffic and Miscellaneous Statistics:* Passenger car mileage, 159,607; freight, mail and express car mileage, 43,128; total, 202,735.

Fare passengers carried, 459,947.

Passenger revenue, \$42,168.78.

Average fare revenue passengers, \$.091687.

Total revenue from transportation, \$82,507.95.

Revenue from transportation per car mile, \$.40697.

Total revenue from operations other than transportation, \$1,036.17; per mile, \$.00511.

Total operating revenues, \$83,544.12.

Operating revenue per car mile, \$.41208.

Total operating expense, \$111,992.77.

Operating expenses per car mile, \$.55241.

*Employees:* General officers, 9; general office clerks, 10; superintendents, 3; other employees, 175; total, 197; aggregate salaries, \$73,039.76.

*Description of Equipment:* Electric locomotives, 1; closed passenger cars, with electric equipment, 5; freight cars, without electric equipment, 14; total, 20.

The company does not conduct a city street car business and has no arrangement with any city lines for transferring passengers.

## WALLA WALLA VALLEY RAILWAY COMPANY.

Organized April 30, 1910, under the laws of Oregon. Originally organized as the Walla Walla Traction Company, May 17, 1905, under the laws of Washington. Reorganized April 30, 1910, through the purchase by the Walla Walla Valley Railway Company.

*Directors:* Guy W. Talbott, John A. Laing, Geo. F. Nevins, A. S. Grenier, Portland, Oregon; E. W. Hill, New York City.

*Officers:* President, Guy W. Talbot; Vice-Presidents, A. S. Grenier, John A. Laing, E. W. Hill; Secretary and Treasurer, Geo. F. Nevins; General Manager, C. S. Walters; Traffic Manager, E. G. Miller.

*Road Owned and Operated:* Walla Walla, Washington, to Milton, Oregon; in Oregon, 5.97 miles; in Washington, 17.91 miles; total 23.88 miles.

## CAPITALIZATION.

*Capital Stock*, \$500,000. All issued and not held by respondent. Funded debt, par value outstanding, \$36,000. None held by respondent. Interest accrued and paid during the year, \$9,517.16. Bonds retired: \$327,000 par value of Walla Walla Valley Traction Company first mortgage 20-year 5% bonds assumed by this Company at the time of purchase of property were purchased and retired during the year.

Capitalization per mile of line, \$22,445.56.

*Expenditures During the Year:* For road, \$33,993.27; Equipment, \$146.53; general expenditures, \$1,000; total, \$35,139.80; total cost to June 30, 1911: road, \$356,380.24; equipment, \$40,581.85; general expenditures, \$65,736.75; total, \$472,301.27; per mile of line, \$19,778.11.

*Income Account:* Operating revenues, \$127,711.17; operating expense, \$86,733.50; net operating revenues, \$40,977.67.

Deductions: Taxes, \$6,397.45; interest on funded debt, \$9,517.16; other interest, \$317.63; total deductions, \$16,232.24; net income, \$24,745.43; surplus at beginning of year, \$5,610.84.

*Profit and Loss Adjustments During the Year:* Debit, \$1,152.07; surplus at close of year, \$29,204.20.

*Operating Revenues—Entire Line:* Revenue from transportation: Passenger revenue, \$108,234.01; baggage revenue, \$44.25; parlor, chair and specitl car, \$10.00; express, \$339.75; freight, \$13,887.07; switching \$3,730.81; miscellaneous transportation revenue, \$314.78; total, \$126,560.67.

Revenue from operations other than transportation: Station and car privileges, \$946.05; storage, \$3.45; car service, \$201.00; total, \$1,150.50; grand total, \$127,711.17.

*Operating Revenues—State of Oregon:* Passenger, \$21,457.58; baggage, \$11.06; special cars, \$2.50; express \$84.93; freight, \$2,522.14; switching, \$932.70; miscellaneous, \$78.69.

Revenue from operations other than transportation, \$287.62; total, \$25,377.22.

*Operating Expenses—Entire Line:* Way and structures, \$11,362.42; equipment, \$7,098.48; traffic, \$904.87; conducting transportation, \$45,761.68; general and miscellaneous, \$21,606.05; total, \$86,733.50.

*Operating Expenses—State of Oregon:* Way and structures, \$2,840.53; equipment, \$1,774.60; traffic, \$226.21; conducting transportation, \$11,440.36; general and miscellaneous, \$5,401.45; total, \$21,683.15.

Ratio operating expenses to operating revenues, 67.91 per cent—entire line.

Ratio operating expenses to operating revenues, 85.44 per cent, State of Oregon.

#### GENERAL BALANCE SHEET.

*Assets:* Cost of road, \$365,982.67; cost of equipment, \$40,581.85; general expenditures, \$65,736.75; cash and current assets, \$22,294.56; sinking funds, \$840; property rights and franchises, \$422,367.93; total, \$917,803.76.

*Liabilities:* Capital stock, common, \$500,000; funded debt, \$36,000; current liabilities, \$334,510.23; taxes accrued, not yet due, \$3,108.22; interest on funded debt, not due, \$490.13; deferred credit items, \$313.67. reserves, \$14,177.31; surplus, \$29,204.20; total, \$917,803.76.

*Contracts and Agreements:* Northern Pacific Express Company obtained exclusive privileges between all stations on Company's line. Joint billing arrangements and through freight rates established between points on Northern Pacific and the Company's line.

*Mileage Traffic and Miscellaneous Statistics—Entire Line:* Passengers car mileage, 482,141; freight, mail and express car, 30,421; total, 512,562; passenger car hours, 54,527; freight, mail and express car, 3,221; total, 57,748.

Regular fare passengers carried, 1,506,037; total, 1,506,037.

Free transfer passengers carried, 17,524.

Total passengers carried, 1,523,561.

Passenger revenue, \$108,234.01 average fare, revenue passengers, \$.07186; average fare, all passengers, including transfer, \$.07104; total revenue from transportation, \$126,560.67; per car mile, \$.24691; per car hour, \$.2190.

From operations other than transportation, total, \$1,150.50; per car mile, \$.00224; per car hour, \$.01992.

Total operating revenues, \$127,711.17; per car mile, \$.24917; per car hour, \$.2211.

Total operating expenses, \$86,733.50; per car mile, \$.16921; per car hour, \$.1502.

*Operating Expenses—State of Oregon:* Way and structures, \$2,840.53; equipment, \$7,774.60; traffic, \$226.21; conducting transportation, \$11,440.36; general and miscellaneous, \$5,401.45; total, \$21,683.15.

*Mileage Traffic and Miscellaneous Statistics—Oregon:* Passenger car mileage, 72,999; freight, mail and express, 11,641; total, 84,640; passenger car hours, 9,347; freight, mail and express car hours, 1,034; total, 10,381.

Fare passengers carried, 301,887; free transfer passengers carried, 3,977; total passengers carried, 305,864.

Passenger revenue, \$21,457.58; average fare, \$.07107; average fare all passengers, \$.07015; total revenue from transportation, \$25,089.60; revenue per car mile, \$.29642; revenue per car hour, \$.2416; total revenues from operations other than transportation \$287.62; per car mile, \$.00339; per car hour, \$.02770; total operating revenue, \$25,377.22; per car mile, \$.29982; per car hour, \$.2444; total operating expenses, \$21,683.15; per car mile, \$.25618; per car hour, \$.2088.

*Employees:* General officers, 4; general office clerks, 2; other employees, 35; total, 41; salaries paid, \$57,427.04.

*Description of Equipment:* Closed passenger cars with electric equipment, 8; combination cars and open passenger cars without electric equipment, 2; freight cars without electric equipment, 6; express cars with electric equipment, 1; total of all classes, 17.

## COMMERCIAL, TERMINAL AND SWITCHING COMPANIES

### NORTHERN PACIFIC TERMINAL COMPANY OF OREGON.

Organized August 24, 1882, under the laws of Oregon.

*Directors:* C. A. Dolph, R. Koehler, J. P. O'Brien, E. E. Mallory, Taylor Woodward, all of Portland, Oregon; H. C. Nutt, Tacoma, Washington; Howard Elliott, St. Paul, Minnesota; R. S. Lovett, New York City, N. Y.; W. V. S. Thorne, New York City, N. Y.

*Officers:* Chairman of the Board, President and General Counsel, C. A. Dolph; Vice-President, W. V. S. Thorne; Secretary, E. E. Mallory; Treasurer and Comptroller, E. L. Brown; Manager, E. Lyons; Ticket Agent, C. B. McKelvey.

*Mileage of Line Owned:* Main track, 3.675; yard track and sidings, 35.53; total, 39.205.

*Mileage of road operated, line owned, main track, 1.135; yard track and sidings, 20.355; total, 21.49.*

*Operated under contract or agreement:* O. W. R. & N. Company, main track, .045; yard track and sidings, 1.56; Southern Pacific Company, yard track and sidings, .82; Northern Pacific Railway Company, 1.49; Spokane, Portland & Seattle Railway Company, .84.

*Operated under trackage rights:* Northern Pacific Railway, main line, .805.

*Total operated mileage, main track, 1.895; yard tracks and sidings, 25.065; total all tracks, 27.05.*

### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 30,000, par value \$100 per share, \$3,000,000; total par value outstanding, held in treasury, \$3,000,000; receipts outstanding for installments paid, \$1,030,968.03.

The capital stock is held in trust by the Central Trust Company of New York, which is to be delivered to the lessee companies upon redemption of the mortgage bonds by operation of the sinking fund in proportion to amount contributed to said sinking fund by the lessee companies respectively.

None of the capital stock has been sold, the purchase of realty, construction expenditures, purchase of equipment, etc., having been made from money realized from the sale of bonds, guaranteed by the lessee companies individually and severally and secured by a blanket mortgage upon all the property real, personal and mixed.

Amount contributed to the sinking fund June 30, 1911, \$1,030,968.03; bonds redeemed and called, \$947,000.

*Funded Debt:* Total par value mortgage 6% bonds authorized, \$5,000,000; outstanding, \$3,429,000; in sinking or other funds, \$894,000; interest accrued during the year, \$204,660; amount paid during the year, \$204,659.60.



Total amount of bonds issued, \$4,323,000; amount realized, \$4,388,719.29.

Expenditures for Additions and Betterments during the year, \$34,440.65.

Total cost of road and equipment to June 30, 1911, \$4,335,876.54; less reserve for accrued depreciation, \$16,953.10; net total, \$4,318,923.44; cost per mile of line, \$1,175,217.26.

*Income Account:* Rent accrued from lease of road, \$80,000; hire of equipment, \$2,450.00; joint facilities, \$231,574.34; interest on other securities, loans and accounts, \$420.85; total, \$314,446.19; less taxes accrued, \$105,418.89; gross corporate income, \$209,027.30.

Deductions: Joint facilities, \$3,691.77; miscellaneous rents, \$552.20; interest accrued on funded debt, \$204,660.00; other interest, \$123.33; total, \$209,027.30.

Rents receivable included in joint facilities in income account; Oregon-Washington Railroad & Navigation Company, \$84,988.15; Northern Pacific Railway Co., \$47,318.56; Southern Pacific Company, \$77,191.78; Astoria & Columbia River Railroad Company, \$9,263.01; Oregon & Washington Railroad Company \$12,813.84; total, \$231,575.34.

Rents payable for joint facilities: Northern Pacific Co., \$810.92; Oregon Railroad & Navigation Company, \$458.13; Oregon-Washington Railroad & Navigation Company, \$433.51; Northern Pacific Railway Co., \$1,028.92; Southern Pacific Company, \$960.29; total, \$3,691.77.

*Profit and Loss*—Debit: Extinguishment of discount on securities, \$78,319.33.

Credit: Extinguishment of premium on outstanding funded debt, \$22,148.50; deficit June 30, 1911, \$56,170.83.

*Operating Revenues:* Revenue from transportation: Switching, \$33,856.25; revenue from operations other than transportation, station and train privileges, \$9,058.51; storage, baggage, \$17,678.55; car service, \$5,432; rents of buildings and other property, \$20,130.30; miscellaneous, \$289.97; total, \$52,589.33.

Total operating revenue, \$86,445.58.

This revenue is offset by charge to joint facilities revenue—Dr., amount being credited to the lessee company.

*Operating Expenses:* Maintenance of way and structures, \$78,757.37; maintenance of equipment, \$22,758.18; transportation expenses, \$217,776.13; general expenses, \$10,246.08; total, \$329,547.76.

The operating expenses have been charged to lessee companies during the year.

Ratio of operating expenses to operating revenue, 381.22 per cent.

#### GENERAL BALANCE SHEET.

*Assets:* Cost of road and equipment, \$4,335,876.54; less reserve for accrued depreciation, \$16,953.10; total, \$4,318,923.44; stock pledged, \$3,000,000; working assets, \$241,800.35; deferred debit items, \$115,289.81; grand total, \$7,676,013.60.

*Liabilities:* Common stock, \$3,000,000; receipts outstanding from installments paid, \$1,030,968.03; mortgage bonds not held by company, \$3,429,000; working liabilities, \$187,486.41; taxes accrued, \$28,559.16; grand total, \$7,676,013.60.

*Contracts Entered into during the Year:* Spokane, Portland & Seattle Railway Company, November 16, 1911; sale of one-half interest spur track and private siding on 15th street, Portland, with right to joint operation.

## EMPLOYEES AND SALARIES.

	Num- ber	Total yearly compensa- tion	Average daily compensa- tion
General officers .....	6	\$ 8,249 92	2 92
Other officers .....	2	5,400 00	7 85
General office clerks .....	4	3,640 85	2 94
Station agents .....	2	3,240 00	4 43
Other stationmen .....	90	78,688 95	2 38
Enginemen .....	10	15,079 82	3 97
Firemen .....	10	9,896 62	2 47
Machinists .....	7	10,906 20	3 88
Carpenters .....	2	2,022 09	3 00
Other shopmen .....	153	126,488 96	2 27
Section foremen .....	2	2,834 66	2 57
Other trackmen .....	30	21,270 11	1 83
Switch tenders, crossing tenders and watchmen .....	42	50,279 18	3 85
Telegraph operators and dispatchers .....	4	4,380 00	3 00
All other employees and laborers .....	26	18,712 17	2 00
Total (including general officers) .....	391	\$ 358,538 83	\$ 2 49
Total (excluding general officers) .....	385	\$ 350,288 91	\$ 2 50

## TRAFFIC AND CAR STATISTICS.

*Switching Traffic Freight:* Number of cars handled, earning revenue loaded, 6,723; empty, 6,723; total, 13,446.

*Terminal Operations:* Freight, number of cars handled at cost for tenant company, 156,165.

*Terminal Operations:* Passenger, number of cars handled at cost for tenant company, 128,091.

Total number of cars handled, 297,702.

*Revenue and Expense Statistics:* Revenue from revenue cars, \$33,856.25; other revenue, \$329,547.76; total revenue, \$363,404.01; average revenue per revenue car, \$5.036; amount received from tenant company, \$331,044.21; average amount per car from tenant companies, \$1.165; operating expenses, \$329,547.76; average expenses per car handled, \$1.107.

Locomotives owned and in service, 12.

*Renewals of Ties*—New ties laid during the year: Fir, 10,258; average price at distributing point, 18.5 cents.

## INDUSTRIAL ROADS—STEAM

### KLAMATH LAKE RAILROAD COMPANY.

Organized December 12, 1901, under the laws of California.

*Directors:* Geo. S. Long, Tacoma, Wash.; E. T. Abbott, Thrall, Cal.; Chas. R. McCormick, San Francisco, Cal.; Frank P. Deering, San Francisco, Cal.

*Officers:* Vice President and Treasurer, Geo. S. Long; Secretary, F. P. Deering; General Manager, E. T. Abbott.

*Road Operated and Owned:* Thrall, California, to Pokegama, Oregon, 24.27 miles; mileage in Oregon, 7.27.

### CAPITALIZATION.

*Capital Stock:* Total par value, authorized, outstanding not held by respondent, \$1,000,000.

*Funded Debt:* First mortgage 6% bonds, maturing May 28th, 1904; total par value authorized, outstanding not held by respondent, \$49,299. Second mortgage 6% bonds, maturing November 19, 1907, total par value authorized, outstanding not held by respondent, \$150,000. Total amount of interest accrued during the year, \$11,257.99. No interest paid during the year.

Capitalization per mile of line, \$49,411.

Total cost to June 30, 1911, \$621,559.79; per mile of line, \$25,616.

*Income Account:* Operating revenues, \$32,437.55; operating expenses, \$20,753.67; net operating revenue, \$11,683.88; taxes accrued, \$1,380; operating income, \$10,303.88.

Deductions, interest accrued on funded debt, \$11,957.99; other interest, \$4,838.86; total, \$16,796.85. Net corporate loss \$6,492.97.

*Profit and Loss—Debit:* Balance June 30, 1910, \$663,805.32; deficit for the year from income account, \$6,492.97; total, \$670,298.29; total deficit to June 30, 1911, \$670,298.29.

*Operating Revenues—*Entire line: Freight revenue, \$29,117.17; passenger revenue, \$1,770.05; miscellaneous transportation revenue, \$953.83; total revenue from transportation, \$31,841.05; revenue from operations other than transportation, \$596.50; total operating revenue, \$32,437.55.

*Operating Expenses—*Entire line: Maintenance of way and structures, \$9,114.12; maintenance of equipment, \$2,292.11; traffic expenses, \$1.59; transportation expenses, \$6,089.43; general expenses, \$3,226.42; total operating expenses, \$20,753.67.

Ratio of operating expenses to operating revenue, 63.98 per cent.

### GENERAL BALANCE SHEET.

*Assets:* Road and equipment, \$621,559.79; working assets, \$4,280.30; deficit, \$670,298.29; grand total, \$1,296,138.38.

*Liabilities:* Common stock, \$1,000,000; mortgage bonds, \$199,299.79; working liabilities, \$96,838.59; grand total, \$1,296,138.38.

*Taxes:* California, \$805; Oregon, \$575; total, \$1,380.

*Characteristics of Road—Alignment:* Number of curves, 271; aggregate length of curve lines, 12.32 miles; length of straight line, 11.95 miles.

*Profile:* Length of level line 3.88 miles; ascending grades, 16; sum of ascents, 1,851 feet; aggregate length of ascending grades, 16.74 miles; descending grades, 13; sum of descents, 273 feet; aggregate length of descending grades, 4.65 miles.

Bridges: Iron, 1; aggregate length, 120 feet.

Trestles, 20; aggregate length, 2,640 feet.

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## MARSHFIELD CITY AND SUBURBAN RAILROAD COMPANY.

Organized August 26, 1908, under the laws of Oregon.

*Directors:* C. A. Smith, Minneapolis; J. V. Smeaton, Marshfield; David Nelson, Marshfield, Oregon.

*Officers:* President, C. A. Smith; Vice-President, J. V. Smeaton; Secretary and Treasurer, David Nelson.

*Road Operated:* From C. A. Smith Lumber and Manufacturing Company's mill to Marshfield, Oregon, 1.5 miles.

On April 1, 1911, the Marshfield City and Suburban Railroad Company sold to C. A. Smith all its tracks, switches, sidings and like permanent equipment (retaining ownership of its rolling stock) and from that date operated the road for the owner under an operating contract.

### CAPITALIZATION.

Authorized 50 shares par value \$100 per share; total par value authorized, outstanding not held by respondent, \$5,000.

Cost of equipment to June 30, 1911, \$900.

*Income Account:* Operating revenues, \$2,368.71; operating expenses, \$2,384.55; operating deficit, \$15.84.

*Profit and Loss—Credit:* Balance June 30, 1910, \$164.82; deficit June 30, 1911, \$1,396.31; total, \$1,561.13.

Debit: Deficit for the year from Income Account, \$15.84; depreciation on road sold to C. A. Smith, \$1,545.29; total, \$1,561.13.

*Operating Revenues:* Freight, \$1,768.71; miscellaneous, \$600; total, \$2,368.71.

*Operating Expenses:* Maintenance of way and structures, \$542.40; transportation expenses, \$1,804.15; general expenses, \$38.00; total, \$2,384.55.

*General Balance Sheet:* Equipment, \$900; miscellaneous accounts receivable, \$3,253.06; deficit, \$1,396.31; grand total, \$5,549.37.

Liabilities: Capital stock, \$5,000; working liabilities, \$549.37; grand total, \$5,549.37.

From April 1 to June 30, 1911, the revenues accruing to C. A. Smith under operating arrangement with this company was \$384.17, against which there was operating expenses amounting to \$637.23, making net operating deficit, \$253.06.

## PORTLAND & SOUTHWESTERN RAILROAD COMPANY

Organized December 28, 1905, under the laws of Oregon.

*Directors:* Henry Tunish, Duluth, Minn.; C. P. Bradshaw, Portland, Oregon; James T. Gregory, Tacoma, Washington; I. L. Webster, Portland, Oregon; James B. Kerr, Portland, Oregon.

*Officers:* President, Henry Tunish; Vice-President, J. T. Gregory; Secretary, C. P. Bradshaw; Assistant Secretary, I. L. Webster; Treasurer, A. J. Keith; Attorneys, Carey & Kerr.

*Line Owned and Operated:* Main line from a point on Willamette Slough to Section 18, Township 4 North, Range 2 West, Willamette Meridian, 10.10 miles. Sidings and spurs, 1.71 miles; total, 11.81 miles. Operated principally in the interest of the Chapman Timber Company.

### CAPITALIZATION.

*Capital Stock, Common:* Number of shares authorized, 10,000; par value, \$1,000,000.00; total par value outstanding not held by respondent, \$360,000.00.

*Expenditures During the Year*—For road and equipment: Road, \$25,951.79; equipment, \$26,871.96; total, \$52,823.75. Total cost to June 30, 1911, \$471,563.05.

*Income Account:* Operating revenues, \$85,338.00; operating expenses \$49,109.40; net operating revenues, \$36,228.60; taxes accrued \$649.09; operating income, \$35,579.51; other income, rents, \$19.30; gross corporate income, \$35,598.81.

*Deductions:* Hire of equipment, balance, \$403.79; surplus for the year, \$35,195.02.

*Profit and Loss Account*—Credit: Balance June 30, 1910, \$74,066.40; surplus for the year from income account, \$35,711.71; total, \$109,778.11.

*Operating Revenues:* Freight, \$83,707.55; passenger, \$1,185.88; total revenue from transportation, \$84,893.43. Revenue from operations other than transportation, \$444.57; total operating revenue, \$85,338.00.

*Operating Expenses:* Maintenance of way and structures, \$15,015.21; maintenance of equipment, \$7,657.69; transportation expenses, \$21,250.90; general expenses, \$5,185.60; total operating expenses, \$49,109.40; ratio of operating expenses to operating revenue, 57.55%.

*General Balance Sheet*—Assets: Road and equipment, \$471,563.05; cash, \$871.38; total, \$472,434.43.

*Liabilities:* Capital stock, \$360,000.00; audited vouchers and wages unpaid, \$2,656.32; surplus, \$109,778.11; total, \$472,434.43.

*Description of Equipment:* Locomotives owned and in service, 2; cars in passenger service, 1; freight service, 4; in company service, 14; total cars in service, 19.

*Characteristics of Road:* Working Division, Chapman's Landing to Section 13, Township 4 North, Range 3 West, Willamette Meridian, 10.10 miles. Alignment, number of curves, 30; aggregate length of curved line, 4.31 miles; length of straight line, 5.79 miles. Profile: length of level line, 2.17 miles; ascending grades, 34; sum of ascents, 620.7 feet; aggregate length of ascending grades, 7.56 miles; descending grades, 3; sum of descents 140 feet; aggregate length of descending grades .35 miles.

Trestles, 9; aggregate length 10,579 feet; gauge of track, 4 feet 8½ inches.

**SHERIDAN & WILLAMINA RAILROAD COMPANY.**

Organized May 4, 1907, under the laws of Oregon.

*Directors:* Jesse Edwards, Newberg, Oregon; Andrew Kershaw, Willamina, Oregon; O. K. Edwards, A. J. Bingham, A. S. Patullo, of Portland, Oregon.

*Officers:* President, Jesse Edwards; Vice-President, Andrew Kershaw; Secretary, A. J. Bingham; Treasurer, General Manager and Traffic Manager, O. K. Edwards; Auditor, E. M. Hoff.

*Road Owned and Operated:* Sheridan, Oregon, to Willamina, Oregon, 5.50 miles; sidings and spurs .50 miles; total, 6 miles.

(NOTE.—Under agreement dated August 1, 1907, and supplemental agreement, July 31, 1908, with the Southern Pacific Company, that company furnished the Sheridan & Willamina Railroad Company all rails, fastenings and switches necessary to construct its railroad and all iron material necessary to the construction of bridge across the Yamhill River. All metal material for track and bridge to be estimated at the value of \$32.50 per gross ton, upon which an annual interest charge for the use thereof at the rate of 5% per annum should be paid by this company to the Southern Pacific Company from the time material is furnished until it is returned or until said railway line shall be taken over by the Southern Pacific Company.

The company also leases from the S. P. Company sufficient power and equipment for railroad service and pays interest at the rate of 5% on the value thereof.

Estimated value of track and bridge, \$30,087.26; value power and equipment, \$6,270.00.

In case of default in payment of the annual interest charge continuing for a period of thirty days, the S. P. Company at its option may take possession of all materials and railway equipment furnished under this agreement.)

**CAPITALIZATION.**

Capital stock, authorized, par value \$20,000.00; issued for cash and par value realized thereon.

Funded debt in sinking fund, \$36,357.26; capitalization per mile of line, \$10,246.

*Expenditures for Road and Equipment during the Year:* Road, \$4,478.46; equipment, \$3,173.00; total, \$7,651.46.

Total cost to June 30, 1911, \$78,927.09; less reserve for accrued depreciation, \$1,986.46; net total, \$76,940.63; cost per mile of line, \$13,989.21.

*Income Account:* Operating revenues, \$21,939.81; operating expenses, \$20,825.81; net operating revenue, \$1,114.50.

*Profit and Loss—Credit:* Balance June 30, 1910, \$837.39; surplus for the year from income account, \$1,114.50. Total surplus to June 30, 1911, \$1,951.89.

*Operating Revenue:* Freight, \$12,259.97; passenger, \$3,813.75; mail, \$142.99; express, \$346.20; miscellaneous, \$5,376.90. Total revenue from transportation, \$21,939.81.

*Operating Expenses:* Maintenance of way and structures and equipment, \$6,271.74; transportation expenses, \$12,737.14; general expenses, \$1,816.43; total, \$20,825.31.

Ratio of operating expenses to operating revenue, 94.92 per cent.

## GENERAL BALANCE SHEET.

Assets: Road and equipment, \$78,927.09; less reserve for accrued depreciation, \$1,986.46; total, \$76,940.63; working assets, \$3,237.66; grand total, \$80,178.29.

Funded debt, \$36,357.26; working liabilities, \$19,836.19; accrued liabilities not due, \$2,032.95; surplus, \$1,951.89. Grand total, \$80,178.29.

## EMPLOYEES.

	Num- ber	Total yearly compensa- tion	Average daily compensa- tion
General officers .....	1	\$ 600 00	\$ 1 92
Other officers .....	1	300 00	96
General office clerks .....	2	900 00	2 87
Station agents .....	1	480 00	1 53
Enginemen .....	2	1,480 00	5 87
Firemen .....	2	1,200 00	3 83
Conductors .....	1	840 00	2 70
Other trainmen .....	4	600 00	1 92
Section foreman .....	1	960 00	2 11
All other employees .....	7	2,689 57	1 20
Total (including general officers) .....	19	9,899 57	1 98
Total (excluding general officers) .....	18	9,299 57	1 94

*Description of Equipment:* Locomotives in service 2; less leased 1; total owned 1; cars in passenger service, combination, 1; in freight service, box, 1; flat, 1; total, 2; in company's service, dump cars, 7. Total cars in service, 10, less cars leased, 3; total cars owned 7.

## SUNSET LOGGING COMPANY.

(LESSEE CLATSKANIE & NEHALEM R. R. CO.)

Organized December 31, 1903, under the laws of Oregon.

*Directors:* A. S. Benson, E. E. Coovert, G. W. Stapleton, all of Portland, Oregon.

*Officers:* Chairman of the Board and President, A. S. Benson; Vice-President, G. W. Stapleton; Secretary, E. E. Coovert; Chief Engineers, Haggart & Brown.

*Line Operated:* Clatskanie to Sunset Station, 7 miles.

This company leases the line of the Clatskanie and Nehalem Railroad Company under agreement dated December 31, 1903, for the term of three years. Lease provides that term may be continued by mutual consent and the road is now being operated by Sunset Logging Company under such a continuance. Rental paid amounts to 8% per annum on cost of road plus cost of all repairs and improvements, except building new main line.

*Capitalization*—Capital stock: The capital stock of this company consists of ten shares of common stock, par value \$1,000, all of which was issued for cash at date of organization.

Cost of road to June 30, 1911, \$235,120.52; interest paid as rental during the year, \$18,809.64.

*Income Account:* Operating revenues, \$28,178.98; operating expenses, \$7,800; net operating revenue, \$20,378.98; taxes accrued, \$887.25; operating income, \$19,491.73; rent accrued for lease of road, \$18,809.64; net corporate income, \$682.09.

*Profit and Loss—Credit:* Balance June 30, 1910, \$4,554.64; balance from income account, \$682.09; surplus, \$5,236.73.

*Operating Revenues:* Freight, \$24,875.53; switching, \$3,303.45; total, \$28,178.98.

*Operating Expenses:* Maintenance of equipment, \$1,001.10; transportation expenses, \$6,798.90.

The company employes one station agent, one engineman, one fireman, and one brakeman. Total yearly compensation, \$4,642.90; average daily compensation, \$3.89.



## SLEEPING CAR COMPANIES

### THE PULLMAN COMPANY.

Organized June 15, 1867, under the laws of Illinois.

*Nature of Business:* Manufacture of railway cars (none of which is done in the State of Oregon) and furnishing cars to railway companies, and sleeping car accommodations to railway passengers.

*Directors:* Henry C. Hulbert, Norman B. Ream, Wm. K. Vanderbilt, J. Pierpont Morgan, Frederick W. Vanderbilt, W. Seward Webb, Geo. F. Baker, all of New York City; Robert T. Lincoln, John J. Mitchell, Chauncey Keep, John S. Runnells, all of Chicago, Illinois.

*Officers:* Chairman of the Board, Robert T. Lincoln; President, John S. Runnells; Secretary, A. S. Weinsheimer; Treasurer, L. S. Taylor; General Solicitor, F. D. Daniels; General Attorney, G. S. Fernald; Auditor, F. C. N. Robertson; Assistant Auditor, Wm. Hough; General Manager, Richmond Dean; General Superintendent, L. S. Hungerford; General Ticket Agent, H. P. Clemens; District Superintendent in Oregon, F. D. Chamberlain.

*Lines in or Entering into Oregon:* Mileage of line, standard sleeping cars, 31,327; tourist, 22,906; total, 54,233; cars required, standard, 174; tourist 104; total 278; equivalent in cars for year, 104.99 standard; 47.22 tourist; total, 152.21.

Total miles run, 17,053,165 standard; 8,732,018 tourist; total, 25,785,183.

In Oregon: Mileage of line, standard, 8,259.45; tourist, 5,179.58; total, 13,439.03; cars required per year, 30.154 standard; 10.698 tourist; total 40.852; miles run, 4,561,126 standard; 1,791,818 tourist; total, 6,352,944.

*Capital Stock:* Total par value authorized, \$120,000,000; outstanding, \$119,991,500; outstanding fractional certificates, exchangeable for in sinking or other funds, \$145,800; not held by Company, \$116,610,600; \$18,000,000, of October 13, 1898; one of \$26,000,000, November 14, 1906; dividends declared during the year, \$9,445,966.34.

The stock as authorized from time to time has been issued at and following the various dates of organization, and payment therefor has been made by the purchasers at the time of issue, either in actual cash or property received at estimated cash value, except four issues, one of \$18,000,000, of October 13, 1897; one of \$26,000,000 November 14, 1906; one of \$20,000,000, April 30, 1910, and one of \$245,000, January 31, 1870; each of which was issued to capitalize surplus assets of the Company.

*Value of Property:* Real and personal property (exclusive of cars) belonging to and used by the Company, in the operation of cars, over lines in or entering Oregon, \$123,928.78.

Real and personal property (exclusive of cars) in Oregon belonging to and used by the Company in operation of its cars, \$26,291.33.

Average value of cars (including equipment, supplies, material for repairs, etc.) standard, \$17,886.96; tourist, \$9,240.31.

The estimated value of cars used on line in or entering Oregon, at June 30, 1911, based on age, and annual depreciation; each, standard, \$8,797.80; tourist, \$5,825.41.

*Earnings from Operation:* Gross earnings (State and Intrastate) from all lines in or entering Oregon, \$1,664,583.50; Oregon's proportion approximately, \$395,786.37, which includes the gross earnings from local business in Oregon, amounting to \$100,933.68.

*Operating Expenses:* Entire line in or entering Oregon, salaries and wages, \$365,741.86; repairs to car and equipment (partly estimated, see Note 1) \$435,500.63; other expenses, \$312,318.31 (see Note 2); total, \$1,113,560.80.

Oregon's mileage proportion: Salaries and wages, \$90,111.35; repairs to cars and equipment (partly estimated, see Note 1), \$107,298.49; other expenses (see Note 2), \$76,948.87; total, \$274,358.71; taxes paid in Oregon (see Note 3), \$5,380.22.

NOTE 1. While the repairs are principally done by this Company, certain of them are done by the Railroad Company, and certain other repairs are covered by car mileage, collected, and certain maintenance charges are covered by amounts set apart for that purpose. The amounts shown in answer to this question can only be stated as approximately and not absolutely correct; hence are shown as partly estimated.

NOTE 2. The amount shown under this item includes the expense of car cleaning, washing of linen, damage claims paid and legal and traveling expenses.

The wages of employees engaged in repairing cars is shown under item "Repairs to Cars and Equipment," and is not included in item, "Salaries and Wages". As the accounts are kept in that way and a separation of the wages out of the Repair Account would involve great labor and expense.

NOTE 3. This amount includes taxes paid in Oregon only.

*Employees and Salaries*—Lines in or entering Oregon: General division officers, clerks and attendants, \$75,201.99; conductors, \$92,072.66; porters, \$91,682.79; all other employees, \$106,784.42; total, \$365,741.86.

Oregon's proportion on Mileage basis: Division officers, clerks and attendants, \$18,528.24; conductors, \$22,684.83; porters, \$22,588.77; all other employees, \$26,309.51; total, \$90,111.35.

*Car Mileage:* Total car mileage lines entering Oregon, 25,785,183; total car mileage, Oregon only, 6,352,944.

## EXPRESS COMPANIES

### AMERICAN EXPRESS COMPANY.

Organized March 18, 1850, under the laws of New York.

This Company is not a corporation but a voluntary partnership or association of individuals organized under articles of agreement between its members. It possesses no rights, privileges or franchises other than such as are enjoyed by any individual or association of individuals.

*Directors:* James C. Fargo, Lewis Cass Ledyard, Francis F. Flagg, Cornelius Vanderbilt, Chas. M. Pratt, J. H. Bradley, J. Horace Harding, all of New York City; Wm. H. Seward, Auburn, New York.

*Officers:* President, James C. Fargo; First Vice-President, Lewis Cass Ledyard; Vice-President, Francis F. Flagg; Vice-President and Treasurer, James F. Fargo; Secretary, Wm. H. Seward; General Counsel, Carter, Ledyard and Milburn; Comptroller, Wm. E. Pawelson; General Manager Eastern Department, Henry S. Julien; General Manager Western Department, George C. Taylor; Manager Foreign Department, U. S. and Canada, Marcellus F. Berry; Manager Foreign Department, Europe, Wm. S. Dalliba; Manager Department of Equipment and Supplies, Elisha Flagg; Vice-President and General Traffic Manager, John H. Bradley; Assistant General Traffic Manager, Edwin E. Bush.

*Mileage Covered, in Oregon:* Miles of railroad, 1,065.96 miles; steamboat line, 98 miles; total, 1,163.96; in other states and Canada, steam road mileage, 53,273.86; electric line mileage, 590.70; steamboat lines, 553 miles; stage line, 23.50 miles; miscellaneous, 12.18 miles; total mileage, 55,616.70.

*Capital Stock:* Par value authorized, \$18,000,000; outstanding, \$18,000,000; in treasury (by purchase), \$340,000; not held by respondent, \$17,660,000; dividends declared during the year, \$2,119,200.

*Purpose of issue:* Issued in exchange for shares of the American Express Company and shares of the Merchants' Union Express Company under the provisions of the Article of Merger and Association dated November 25, 1868. Total cash realized, \$900,000.

The assets of the two constituent companies became the property of the American Express Company and were: cash on hand, \$183,819.13; securities, \$1,261,023.87; real estate less mortgages thereon, \$1,695,157; equipment, \$1,260,000; total, \$4,400,000.

The above, together with the cash realized on its shares, represent the total assets of the American Express Company upon its organization, viz: \$5,300,000.

*Cost of Real Property and Equipment:* Total cost to June 30, 1911, real estate, buildings and fixtures, used in operation, \$7,630,235.92; horses, \$1,002,669.87; vehicles, \$709,083.38; other equipment, \$997,864.74; total, \$10,339,853.91.

Cost of real property and equipment in Oregon, \$23,031.87.

*Income Account:* Gross receipts from operation, \$41,683,196.15; express privileges—Dr., \$19,372,526.37; operating revenue, \$22,310,669.78; operating expenses, \$18,996,797.86; net operating revenue, \$3,313,871.92; taxes accrued, \$353,357.60; operating income, \$2,960,514.32.

*Other Income:* Dividends declared on stock owned or controlled, \$1,167,038.61; interest accrued on funded debt owned or controlled, \$201,999.93; income from other permanent investments, \$84,080.77; miscellaneous income, \$52,442.33; total other income, \$1,505,561.64; gross corporate income, \$4,466,075.96.

*Deductions:* Hire of equipment, \$10,396.23; amortization of premiums and discounts on bonds, \$9,834.42; other interests, \$29,837.18; total deductions from gross corporate income, \$50,067.83; net corporate income for the year carried to credit of profit and loss, \$4,416,008.13.

*Profit and Loss Account*—Credit: Balance June 30, 1910, \$18,389,-149.24; surplus for year, \$4,416,008.13; additions for the year: receipts during the year applicable to prior period, \$3,167.03; adjustments of expenses for prior period, \$2,798.21; dividends received applicable to prior period, \$53,401.50; adjustment account building on leased ground included in operating expenses prior to current year, \$40,960.08; value of equipment, previously charged to operating expenses properly chargeable to capital account, \$9,184.62; profit on sale of real estate, \$19,504.64; on sale of securities, \$6,904.49; sale of building on leased ground, \$5; total credit, \$22,941,082.94.

*Debit:* Loss on sale of securities, \$2,518.87; disbursements in current year, applicable to prior period, \$47,371.21; amortization of premiums and discounts on bonds owned, applicable to period prior to current fiscal year, \$5,042.74; adjustment of errors month of December, 1909, \$4,955.09; uncollectible account (bad debts), \$3,923.16; dividend 12% payable quarterly, \$2,119,200; surplus June 30, 1911, \$20,758,071.87; total, \$22,941,082.94.

*Operating Revenues:* Total revenue from transportation, \$39,981,-308.29; revenue from operation, other than transportation, \$1,701,887.86; gross receipts from operation, \$41,683,196.15; less express privileges, \$19,372,526.37; total operating revenue, \$22,310,669.78.

The earnings from state, local or intrastate business in Oregon were \$175,081.16; the earnings from interstate business in Oregon, were \$723,192.96; latter amount represents business forwarded from or received at offices in Oregon and includes earnings accruing partly in the State of Oregon and partly in other states.

*Operating Expenses:* Maintenance, \$688,306.75; traffic, \$311,618.47; transportation, \$16,582,961.53; general expenses, \$1,413,911.11; total, \$18,996,797.86.

Ratio of operating expenses to operating revenues, 85.15 per cent.

The Company's accounts are not kept in a manner to admit of any of the expenses being shown separately by states, except its terminal expenses. The total terminal expenses charged by agents in Oregon for the year were \$93,086.40. This represents the terminal expense in Oregon on state as well as interstate business but does not include terminal expenses in other states, on Oregon interstate business, nor amount paid to railroads or other carriers for transportation nor any part of the Company's general expenses.

*Taxes and Assessments:* In Oregon, \$300; elsewhere, \$353,057.60; total, \$353,357.60.

*General Balance Sheet*—Assets: Real property, \$7,630,235.92; equipment, \$2,709,617.99; stocks owned, \$21,660,513.10; funded debt, owned, \$5,225,972.94; other permanent investments, \$2,085,400.01; cash and current assets, \$17,562,527.24; material and supplies, \$165,255.07; miscellaneous, \$325; grand total, \$57,039,847.27.

*Liabilities:* Capital stock, \$18,000,000; current liabilities, \$18,103,-918.70; employees surety fund reserve, \$108,149.02; insurance fund

reserve, \$69,707.68; surplus June 30, 1911, \$20,758,071.87; grand total, \$57,039,847.27.

*Lines Acquired During the Year*—Lines in Oregon: Sumpter Valley Railway extension, Austin, Oregon, to Prairie City, Oregon, 21.50 miles, service established August 4, 1910; Oregon Short Line, Blakes Junction, Oregon, to Copperfield, Oregon, 53.70 miles, service established August 1, 1910; Vale, Oregon, to Brogan, Oregon, 23.30 miles, service established June 1, 1911; Oregon-Washington Railroad & Navigation Company, Des Chutes, Oregon, to Madras, Oregon, 101 miles, service established June 1, 1911.

Value of equipment owned June 30, 1911, \$2,709,617.99.

*Financial Paper Issued During the Year*: Number, 8,350,839; amount, \$306,383,339.13; number of express offices in the United States, June 30, 1911, 7,212; outside of the United States, 174; number of offices in the United States at which money orders were on sale, June 30, 1911, 6,903; outside of the United States, 151.

## GREAT NORTHERN EXPRESS COMPANY.

Organized January 1, 1892, under the laws of Minnesota.

*Directors*: D. S. Elliott, Lewis W. Hill, J. M. Gruber, R. A. Jackson, W. W. Broughton, all of St. Paul, Minnesota.

*Officers*: President and General Manager, D. S. Elliott; Vice-President, Lewis W. Hill; Secretary and Treasurer, E. Sawyer; Auditor, G. A. Yates.

*Mileage Covered*: Steam roads, 8,466.15 miles; electric line, 197.39; steam boat lines, 140 miles; total, 8,803.54.

In Oregon: Steam roads, 259.05 miles; electric line, 27.80; total, 286.85 miles.

*Capital Stock*: Par value authorized outstanding not held by respondent, \$1,000,000; dividends declared during the year 10%, \$100,000.

Purpose of stock issue: For cash, 1,000 shares, total cash realized, \$100,000; for extension of contracts with railway companies for express privileges, 9,000 shares.

*Cost of Real Property and Equipment*: Total cost to June 30, 1911, real estate used in operation, \$5,381.67; building and fixtures used in operation, \$6,358.27; horses, \$19,160; vehicles, \$18,472; other equipment, \$57,852.08; total, \$107,224.02.

In Oregon: Equipment, horses, \$2,475; vehicles, \$1,881; other equipment, \$2,743.35; total, \$7,099.35.

*Income Account*—Operating Income: Gross receipts from operation, \$2,602,148.44; express privileges—Dr., \$1,555,983.14; operating revenue, \$1,046,165.30; operating expenses, \$778,877.63; net operating revenue, \$267,287.77; taxes accrued, \$39,774.62; operating income, \$227,513.15.

Other Income: Interest accrued on funded debt owned or controlled, \$1,222.24; miscellaneous, \$55.57; net corporate income, \$228,790.96; dividends declared 10% on the common stock, \$100,000; surplus for the year, carried to credit of profit and loss, \$128,790.96.

*Profit and Loss Account*—Credit: Balance June 30, 1910, \$182,810.90; surplus for the year from income account, \$128,790.96; total, \$311,601.86.

Debit: Advance payments under railway contracts written off, \$280,000; surplus June 30, 1911, \$31,601.86.

*Operating Revenue:* Revenue from transportation, \$2,586,847.41.

Revenue from operations other than transportation: Money orders, domestic, \$12,961.15; money orders, foreign, \$389.66; travelers' checks, \$53.00; miscellaneous, \$1,897.22; total, \$15,301.03.

Gross receipts from operation, \$2,602,148.44; less express privileges, \$1,555,983.14; total operating revenue, \$1,046,165.30.

Gross receipts from operation in Oregon, \$6,310.42.

*Operating Expenses:* Maintenance, \$22,893.75; traffic expenses, \$14,899.81; transportation expenses, \$696,358.15; general expenses, \$44,725.82; total operating expenses, \$778,877.53.

Ratio of operating expenses to operating revenue, 74.45 per cent.

*Taxes and Assessments:* State of Oregon, \$112.00; elsewhere, \$39,662.62; total (including federal corporation tax of \$4,389.55), \$39,774.62.

*General Balance Sheet*—Assets: Real property, \$11,739.94; equipment, \$95,484.08; funded debt owned, \$53,034.72; cash and current assets, \$1,210,298.82; material and supplies, \$4,264.59; grand total, \$1,374,822.15.

Liabilities: Capital stock, \$1,000,000; current liabilities, \$234,313.93; insurance fund, \$8,906.86; extraordinary loss fund, \$100,000; surplus June 30, 1911, \$31,601.86; grand total, \$1,374,822.15.

*Lines Acquired During the Year*—Oregon: Oregon Trunk Railway, 126.40 miles; United Railways, 27.80 miles.

*Equipment Owned and Value:* Stationary car safes 51, \$7,500; double wagons 33, \$6,754; four wheeled trucks 597, \$14,836; horses and other draft animals 144, \$19,160; messenger's safes 236, \$2,750; messenger's packing trunks 420, \$840; office furniture and fixtures, \$7,607.08; office safes, 329, \$16,835; single wagons 84, \$10,073; sleighs 57, \$1,300; stable equipment (including harness), \$1,366; all other equipment, \$6,463; total, \$95,484.08.

*Financial Paper Issued:* Money orders sold, domestic 179,790, \$2,183,559.12; money orders sold, foreign 1,167, \$25,920.39; traveler's checks sold, domestic 460, \$10,330; total, \$2,219,809.51.

Number of express offices in the United States June 30, 1911, 784.

Number of money order offices June 30, 1911, 745.

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## NORTHERN EXPRESS COMPANY.

Organized June 4, 1906, under the laws of New Jersey.

*Directors:* Howard Elliott, J. N. Hannaford, C. W. Bunn, all of St. Paul, Minnesota; J. N. Hill, George H. Earle, New York City.

*Officers:* President, J. N. Hannaford; Vice-President, J. N. Hill; Secretary, R. H. Relf; Treasurer, C. A. Clarke; General Counsel, C. W. Bunn; Comptroller, H. A. Gray; Auditor, E. K. Punnett; General Superintendent, C. B. Cooper; Superintendent Eastern Division, W. S. Hay; Superintendent Western Division, M. G. Hall.

*Mileage Covered:* Total, 7,625.88 miles; in Oregon, 342.05 miles; also operates water routes from Astoria to Tillamook, 40 miles.

*Capitalization:* Total par value authorized outstanding not held by respondent, \$5,000,000; dividends declared during the year 12%, \$600,000.

*Purpose of issue:* Contract between Northern Pacific Railway Company and Northern Express Company, giving exclusive rights and running fifty years assigned to this company.

*Cost of Real Property and Equipment*—Total cost to June 30, 1911: Horses, \$52,186.51; vehicles, \$55,469.09; other equipment, \$110,844.54; total cost entire property, \$218,500.14. In Oregon: Horses, \$4,948; vehicles, \$4,656.65; other equipment, \$4,229.21; total, \$13,833.86.

*Income Account*—Operating Income: Gross receipts from operation, \$3,164,531.30; express privileges—Dr., \$1,547,427.04; operating revenues, \$1,617,104.26; operating expenses, \$1,056,702.56; net operating revenues, \$560,401.70; taxes accrued, \$53,970.78; operating income, \$506,430.92. Other income: Dividends declared on stocks owned or controlled, \$8,800; interest accrued on funded debt owned or controlled, \$25,071.67; miscellaneous income, \$10,213.89; gross corporate income, \$550,516.48.

*Deductions:* Net earnings on Spokane, Portland & Seattle Railway, Oregon Trunk Railway and the United Railways paid the respective companies, \$17,075.27; net corporate income, \$533,441.21.

*Disposition of net income:* Dividend on common stock 7%, \$350,000; depreciation of contract, \$100,000; surplus for year, carried to profit and loss, \$83,441.21.

*Profit and Loss Account*—Credit: Balance June 30, 1910, \$660,160.52; surplus for year from income account, \$83,441.21; sundry items, unclaimed, \$2,474.02; material and supplies, taking into accounts as assets, \$4,108.95; total, \$750,184.70.

Debit: Uncollectible accounts, \$633.69; dividends declared out of surplus, on common stock 5%, \$250,000; surplus June 30, 1911, \$499,551.01; total, \$750,184.70.

*Operating Revenues:* Revenue from transportation, express revenue, \$3,122,615.57.

Revenue from operations other than transportation: Custom house brokerage fees, \$165.33; money orders, domestic, \$14,453.60; money orders, foreign, \$383.17; C. O. D. checks, \$26,913.63; total, \$41,915.73.

Gross receipts from operation, \$3,164,531.30; less express privileges, \$1,547,427.04; total operating revenue, \$1,617,104.26.

*State of Oregon:* Local earnings from transportation, \$41,548.04; from money orders, \$384.88; C. O. D. checks, \$304; revenue from operation other than transportation, \$688.88; gross receipts from operation, \$42,236.92.

*Operating Expenses:* Maintenance, \$25,549.34; traffic, \$39,455.85; transportation, \$930,440.79; general expenses, \$61,256.58; total operating expenses, \$1,056,702.56.

Ratio of operating expenses to operating revenue, 65.34 per cent.

*Taxes and Assessments:* Oregon, \$2,126.55; elsewhere, \$51,844.23; total (including federal corporation tax of \$6,187.19), \$53,970.78.

*General Balance Sheet:* Equipment, \$218,500.14; stock owned, \$193,167.65; funded debt owned, \$760,778.46; cash and current assets, \$738,165.88; material and supplies, \$3,772.24; contract with Northern Pacific Express Company, \$4,500,000; total, \$6,414,384.37.

*Liabilities:* Capital stock, \$5,000,000; current liabilities, \$914,833.36; surplus June 30, 1911, \$449,551.01; grand total, \$6,414,384.37.

*Lines Acquired During the Year*—Oregon: Oregon Trunk Railway, commenced operations March 1, 1911; United Railways, commenced oper-

ation February 1, 1911; Walla Walla Valley Railway Company commenced operations April 1, 1911.

*Equipment Owned and Value:* Automobiles two, \$5,625; stationary car safes 78, \$16,012.85; double wagons 73, \$22,275.09; four wheel and other trucks 715, \$21,553.44; horses and other draft animals 247, \$52,186.51; messengers safes 311, \$6,062.12; messengers packing trunks 357, \$4,200; office furniture and fixtures, \$12,638.34; office safes 303, \$35,138; single wagons 126, \$26,038.50; sleighs 47, \$1,530.50; stable equipment (including harness) \$5,465.96. All other equipment, \$9,773.83; total, \$218,500.14.

*Financial Paper Issued:* Money orders sold, domestic 195,604, \$2,303,819.41; money orders sold, foreign 889, \$24,668.91; C. O. D. checks issued 129,738, \$1,558,571.10; total 326,231, \$3,887,059.42.

Number of express offices in United States June 30, 1911, 698.

Number of money order offices June 30, 1911, 662.

## WELLS FARGO & COMPANY.

Organized as the Holladay Overland Mail & Express Company, February 5, 1866; changed name subsequently to Wells, Fargo & Company, formally approved by act of the legislature January 6, 1872, under the laws of the State of Colorado.

*Directors:* Chas. A. Peabody, New York; John J. McCook, F. D. Underwood, H. E. Huntington, San Francisco; H. W. DeForest, New York; W. V. S. Thorne, New York City; Wm. Sproule, New York City; W. F. Herrin, San Francisco; Wm. Maul, New York City; Paul M. Warberg, New York City; Richard Delafield, New York City; E. A. Stedman, Chicago; L. F. Loree, New York City.

*Officers:* Chairman of the Board and President, Wm. Sproule; Vice-President and General Manager Atlantic Department, E. A. Stedman; Vice-President and General Manager Central Department, R. A. Wells; Vice-President and General Manager Pacific Department, A. E. Christeson; Secretary and Treasurer, A. W. Zimmerman; General Counsel, C. W. Stockton; General Auditor, Richard Burr; Traffic Manager, J. D. Ludlow; Assistant Traffic Manager, George S. Lee.

*Mileage Covered:* Total steam roads, 45,446.75; electric line, 1,909.08; steamboat line, 10,475.86; stage line, 639.87; total, 58,471.56; ocean going mileage, 9,397 miles.

In Oregon: Steam road mileage, 927.68; electric line, 72.87; steam boat, 33; stage line, 27; total, 1,060.55.

*Capital Stock:* Common, par value authorized, \$24,000,000; outstanding, \$23,967,400; in treasury, \$32,600; not held by respondent, \$23,967,400; dividends declared during the year, \$2,396,740.

Purpose of issue: For cash, 159,674 shares; issued for real property and equipment, 50,000 shares; issued for advance payments on contract, 30,000 shares.

No records in existence show cash realized.

*Cost of Real Property and Equipment*—Entire line: Total cost to June 30, 1911, real estate used in operation, \$822,286.24; buildings and fixtures used in operations, \$2,021,897; equipment, cars, \$375,822.50; horses, \$514,425.95; vehicles, \$506,816.46; other equipment, \$891,341.01; total, \$5,132,589.16.



In Oregon: Real estate, used in operation, \$10,000; buildings and fixtures, \$27,075.11; horses, \$9,519.92; vehicles, \$8,657.40; equipment, \$15,066.50; total, \$70,318.93.

*Income Account*—Operating income: Gross receipts from operation, \$25,167,427.79; express privileges—Dr., \$11,796,021.01; operating revenue, \$13,371,406.78; operating expenses, \$10,995,791.68; net operating revenue, \$2,375,615.10; outside operations, \$27,065.21; total net revenue, \$2,402,680.31; taxes accrued, \$248,909.50; operating income, \$2,153,770.81.

Other income: Dividends declared on stocks owned or controlled, \$374,330.38; interest accrued on funded debt owned or controlled, \$301,891.49; income from other permanent investments, \$277,359.61; miscellaneous income, \$395,711.52; total, \$1,349,293; gross corporate income, \$3,503,063.81.

Deductions: Miscellaneous, \$13,171.31.

Net corporate income, \$3,489,892.50.

Disposition of net corporate income: Dividends declared on common stock 10 per cent, \$2,396,740; surplus for the year carried to credit of profit and loss, \$1,093,152.50.

*Profit and Loss Account*—Credit: Balance June 30, 1910, \$3,657,054.77; surplus for year from income account, \$1,093,152.50; additions for the year, sundry credits, \$1,570.45; total, \$4,751,777.72.

Debit: Deductions for year, sundry debits, \$74,886.78; real estate reserve, \$3,100; surplus June 30, 1911, \$4,673,790.94.

*Operating Revenues*: Express revenues, \$24,725,879.53; miscellaneous transportation revenue, \$4,554.36; total revenue from transportation, \$24,730,433.89.

Revenue from operations other than transportation: Custom house brokerage fees, \$20,727.25; order and commission department, \$3,200.82; rents of buildings and other property, \$4,760; money orders, domestic, \$141,885.90; foreign, \$815.04; traveler's checks, \$15,924.05; C. O. D. checks, \$227,467.46; telegraph transfers, \$6,331.90; other revenue financial department, \$12,411.42; miscellaneous revenue, \$3,470.06; total, \$436,993.90.

Gross receipts from operation, \$25,167,427.79; express privileges—Dr., \$11,796,021.01; total operating revenue, \$13,371,406.78.

State of Oregon: Gross receipts from operation, \$602,232.20; express privileges—Dr., \$244,061.64; total operating revenue, \$358,170.56.

*Operating Expenses*: Maintenance, \$497,730.40; traffic expenses, \$195,926.26; transportation expenses, \$9,534,327.82; general expenses, \$767,807.20; total, \$10,995,791.68.

Ratio of operating expenses to operating revenue, 82.23 per cent.

Express business, sea and ocean lines and foreign countries, \$27,065.21.

Miscellaneous income: Call loans, \$346,401.55; interest on bank balances, \$39,217.41; profit on sale of real estate, \$3,100; profit on sale of bonds, \$6,992.56; total, \$395,711.52.

*Taxes and Assessments*: Oregon, \$5,302.52; elsewhere, \$243,606.98; total (including federal corporation tax of \$23,620.70), \$248,909.50.

*General Balance Sheet*: Real property, \$2,844,183.24; equipment, \$2,288,405.92; stocks owned, \$4,098,065.37; funded debt owned, \$9,979,044.16; permanent investments, physical property, \$2,135,508.76; securities, \$6,116,099.96; cash and current assets, \$4,973,159.17; material and supplies, \$78,184.78; insurance premiums paid in advance, \$3,192.45; partial payments on property acquired, \$44.40; advance payments on contracts, \$1,600,000; grand total, \$34,115,888.21.

Liabilities: Capital stock, \$23,967,400; current liabilities, \$5,157,886.79; real estate reserve, \$262,586.84; refrigerator car replacements, \$54,223.64; surplus, \$4,673,790.94; grand total, \$34,115,888.21.

*Equipment Owned and Value:* Automobiles 9, \$19,211.50; cars 124, \$375,822.50; stationary car safes 151, \$28,013.25; double wagons 783, \$224,390.29; four wheel trucks 6,103, \$144,767.56; horses and draft animals 3,139, \$514,425.95; messenger's safes 2,334, \$37,837.57; messenger's packing trunks 8,997, \$40,392.90; office furniture and fixtures, \$229,778.40; office safes 2,318, \$143,341.26; single wagons 1,563, \$250,966.63; sleighs 350, \$12,248.04; stable equipment (including harness), \$83,446.43; all other equipment, \$183,763.64; total, \$2,288,405.92.

*Financial Paper Issued:* Money orders sold, domestic 1,953,537, \$22,987,770.61; money orders sold, foreign 7,194, \$143,402.44; traveler's checks sold, domestic 104,585, \$2,634,750; traveler's checks sold, foreign 21,173, \$518,190; C. O. D. checks issued 1,103,402, \$12,122,969.17; telegraphic transfers, \$1,130,655.50; total, \$39,537,737.72.

Number of express offices in the United States June 30, 1911, 5,100. Money order offices, 4,306.



## APPENDIX III

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Summary of Reports of Accidents made to the Commission for the year ending November 30, 1911



## ACCIDENTS

From the daily and monthly reports made by railroads, we present in Appendix III a summary of the details of the accidents involving serious injury to life or person or property, for the year ending November 30, 1910. The statistics may be compared with the nine months ending November 30, 1907, the years ending November 30, 1908, 1909 and 1910.

Cause	Year ending Nov. 30, 1911	Year ending Nov. 30, 1910	Year ending Nov. 30, 1909	Year ending Nov. 30, 1908	Nine months ending Nov. 30, 1907
Collisions .....	7	8	2	5	11
Derailments .....	8	20	6	10	7
Accidents from other causes .....	289	70	115	65	90
<b>Total accidents .....</b>	<b>304</b>	<b>98</b>	<b>123</b>	<b>80</b>	<b>108</b>
Persons killed .....	82	57	54	36	48
Persons injured .....	290	181	124	88	100
<b>Total casualties .....</b>	<b>372</b>	<b>238</b>	<b>178</b>	<b>124</b>	<b>148</b>

The casualties may be classified as to their cause as follows:

Cause	Year ending Nov. 30, 1911	Year ending Nov. 30, 1910	Year ending Nov. 30, 1909	Year ending Nov. 30, 1908	Nine months ending Nov. 30, 1907
<b>Coupling and uncoupling—</b>					
Killed .....	2		3		2
Injured .....	7	1	2	2	
<b>Collisions—</b>					
Killed .....	1	3			7
Injured .....	40	75	9	11	16
<b>Derailments—</b>					
Killed .....	8	3	2	7	5
Injured .....	29	14	49	34	27
<b>Falling from trains, cars, etc.—</b>					
Killed .....	7	9	14	6	9
Injured .....	25	10	10	4	6
<b>Jumping on or off trains, cars, etc.—</b>					
Killed .....	2	4	3	7	4
Injured .....	14	13	11	5	14
<b>Walking on track—</b>					
Killed .....	33	9	14	9	9
Injured .....	17	9	3	11	6
<b>Struck at grade crossing—</b>					
Killed .....	2	4	8	1	4
Injured .....	3	3	3	3	10
<b>Other causes—</b>					
Killed .....	27	25	10	6	8
Injured .....	155	56	29	18	21

Classifying these casualties with reference to the relationship of the persons injured to the carrier:

Classification of persons	Year ending Nov. 30, 1911	Year ending Nov. 30, 1910	Year ending Nov. 30, 1909	Year ending Nov. 30, 1908	Nine months ending Nov. 30, 1907
Passengers—					
Killed .....	8	1	2	5	2
Injured .....	66	66	54	41	33
Persons carried under contract or agreement—					
Killed .....		2	1		
Injured .....	8	8			
Trainmen—					
Killed .....	4	6	9	5	4
Injured .....	52	38	22	10	13
Trainmen in yards—					
Killed .....	8				1
Injured .....	16			4	3
Yard trainmen, switching crews—					
Killed .....		2	3		3
Injured .....		4	2	3	
Switching tenders, crossing tenders, watchmen—					
Killed .....					1
Injured .....					1
Other employees—					
Killed .....	17	6	9	4	10
Injured .....	88	34	25	12	20
Other persons—					
Killed .....	45	40	30	22	27
Injured .....	65	41	21	18	26

The companies on whose lines casualties occurred and the number killed and injured are as follows:

Name of company	Year ending Nov. 30, 1911	Year ending Nov. 30, 1910	Year ending Nov. 30, 1909	Year ending Nov. 30, 1908	Nine months ending Nov. 30, 1907
Oregon Railroad & Navigation Company—					
Killed .....		23	21	11	20
Injured .....		26	19	16	40
Southern Pacific Company—					
Killed .....	20	17	17	16	18
Injured .....	46	28	25	40	23
Portland Railway, Light & Power Company—					
Killed .....	4	4	2	1	1
Injured .....	38	34	34	21	10
Oregon & Southeastern Railroad Company—					
Injured .....			20		
Astoria & Columbia River Railroad Company—					
Killed .....	2		2	2	1
Injured .....	1	7	7		1
Pacific Railway & Navigation Company—					
Killed .....	6	1	2		
Injured .....	17	12	9		
Spokane, Portland & Seattle Railway Company—					
Killed .....	5	2	2		
Injured .....	43	10	5		
Oregon Electric Railway Company—					
Killed .....	6	3	1		1
Injured .....	19	15	2	2	1
Northern Pacific Terminal Company of Oregon—					
Killed .....	4	1	2	1	3
Injured .....	6	3	1		2
Northern Pacific Railway Company—					
Killed .....		1	2	1	3
Injured .....	5	2		7	3
Coos Bay, Roseburg & Eastern Railroad & Navigation Company—					
Killed .....		1	1	1	1
Injured .....					1
Independence & Monmouth Railway Company—					
Killed .....			1		
Injured .....	1				
Mount Hood Railroad Company—					
Injured .....			1		
Oregon Short Line—					
Killed .....	1	2			
Injured .....		7	1	1	4
United Railways Company—					
Killed .....	1	1	1		
Injured .....	11				
Corvallis & Eastern Railroad Company—					
Killed .....	1	1			3
Injured .....	3	2		1	1
Oregon-Washington Railroad & Navigation Company—					
Killed .....	23				
Injured .....	29				
Other Railroads—					
Killed .....	3				1
Injured .....	7	5			10
Oregon Trunk Railway—					
Killed .....	6				
Injured .....	64				



## SUMMARY OF REPORTS OF ACCIDENTS MADE TO THE

	Coupling and uncoupling		Collisions		Derailments	
	Killed	Injured	Killed	Injured	Killed	Injured
<b>PASSENGERS—</b>						
Southern Pacific (Pacific System).....						
Oregon Electric Railway Co.....						
Southern Pacific (Lines in Oregon).....				15		
Portland Railway, Light & Power Co.....				17		
Oregon-Washington R. & Nav. Co.....				3		
Sumpter Valley Railway Co.....						
United Railways Co.....						
Oregon Trunk Railway.....					6	15
Northern Pacific Railway.....						
Spokane, Portland & Seattle Ry. Co.....						
Total, passengers.....				35	6	15
<b>PASSENGERS CARRIED UNDER CONTRACT OR AGREEMENT—</b>						
Northern Pacific Ry. (Pacific System).....						
Oregon Trunk Railway.....						1
Southern Pacific (Pacific System).....						
Total, passengers carried under contract or agreement.....						1
<b>TRAINMEN—</b>						
Astoria & Columbia River Railroad.....					2	
Oregon-Washington R. & Nav. Co.....						
Northern Pacific Railway.....						
Pacific Railway & Navigation Co.....						
Portland Railway, Light & Power Co.....						1
Oregon Trunk Railway.....		1		1		4
Spokane, Portland & Seattle Ry. Co.....				1		
Sumpter Valley Railway Co.....		1				
Oregon Electric Railway Co.....		1				
Southern Pacific (Pacific System).....						
Independence & Monmouth Ry. Co.....		1				
Corvallis & Eastern Railroad Co.....						
Marshfield & Suburban Railroad Co.....						
Total, trainmen.....		4		2	2	5
<b>YARD TRAINMEN—</b>						
Oregon-Washington R. & Nav. Co.....		1	1			
Northern Pacific Terminal Co. of Oregon.....	1	1				
Sheridan & Willamina Railroad Co.....	1					
Spokane, Portland & Seattle Ry. Co.....						
Southern Pacific (Lines in Oregon).....						
Total, yard trainmen.....	2	2	1			
<b>OTHER EMPLOYEES—</b>						
Pacific Railway & Navigation Co.....				3		
Portland Railway, Light & Power Co.....						
Oregon-Washington R. & Nav. Co.....						
Southern Pacific (Pacific System).....						
Southern Pacific (Lines in Oregon).....						
Sumpter Valley Railway Co.....						
Spokane, Portland & Seattle Ry. Co.....						
United Railways Co.....						
Northern Pacific Railway.....						
Portland & Southwestern Railroad Co.....						
Oregon Trunk Railway.....						8
Corvallis & Eastern Railroad Co.....						
Oregon Electric Railway Co.....						
Northern Pacific Terminal Co. of Oregon.....						
Total, other employees.....				3		8

## COMMISSION FOR THE YEAR ENDING NOVEMBER 30, 1911.

Falling from trains		Jumping on and off trains		Walking upon track		Struck at grade crossing		Other causes		Total	
Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	1		1						1		3
	1	1	1						2	1	4
											15
1	1								1	1	19
	1								1		5
	1										1
									2		2
										6	15
									1		1
									1		1
1	5	1	2						9	8	66
									1		1
											1
									1		1
									2		8
	1							1	1	2	1
									2	1	3
									1		1
		1						1		1	1
			1						8		4
	2								4		12
									14		15
	1								3		4
									3		5
	1								3		3
											1
	1										1
									1		1
	5	1						2	35	4	52
8	2	1	1	1					7	5	11
									1	1	3
				1		1					1
									1	1	1
8	2	2	2	2		1			9	8	16
	1							4	10	4	14
									1		1
		1	1					3	1	4	2
									5		5
1		1						2	4	3	5
								1			
								2	21	2	21
	1								3		4
	1										1
									1		1
				1					19		27
									2	1	2
								1	5	1	5
								1		1	
1	8		2	2				14	72	17	88

## SUMMARY OF REPORTS OF

	Coupling and uncoupling		Collisions		Derailments	
	Killed	Injured	Killed	Injured	Killed	Injured
<b>OTHER PERSONS—</b>						
Kenton Traction Co. ....						
Northern Pacific Terminal Co. of Oregon. ....						
Portland Railway, Light & Power Co. ....						
Southern Pacific (Lines in Oregon) .....						
Northern Pacific Railway .....						
Oregon-Washington Rd. & Nav. Co. ....						
Spokane, Portland & Seattle Ry. Co. ....		1				
United Railways Co. ....						
Oregon Electric Railway Co. ....						
Oregon Trunk Railway .....						
Pacific Railway & Navigation Co. ....						
Southern Pacific (Pacific System) .....						
Oregon Short Line Railroad Co. ....						
<b>Total, other persons</b> .....		1				
<b>RECAPITULATION:</b>						
<b>Passengers</b> .....				35	6	15
Persons carried under contract or agreement .....						1
<b>Trainmen</b> .....		4		2	2	5
<b>Yard trainmen</b> .....	2	2	1			
<b>Other employees</b> .....				3		8
<b>Other persons</b> .....		1				
<b>Total</b> .....	2	7	1	40	8	29
<b>Astoria &amp; Columbia River Railroad</b> .....					2	
<b>Corvallis &amp; Eastern Railroad Co.</b> .....						
<b>Independence &amp; Monmouth Ry. Co.</b> .....		1				
<b>Kenton Traction Co.</b> .....						
<b>Marshfield &amp; Suburban Railroad Co.</b> .....						
<b>Northern Pacific Railway</b> .....						
<b>Northern Pacific Terminal Co. of Oregon</b> .....	1	1				
<b>Oregon Short Line Railroad Co.</b> .....						
<b>Oregon Electric Railway Co.</b> .....		1				
<b>Oregon Trunk Railway</b> .....		1			6	28
<b>*Oregon-Washington R. &amp; Nav. Co.</b> .....		1	1	3		
<b>Pacific Railway &amp; Navigation Co.</b> .....				8		
<b>Portland Railway, Light &amp; Power Co.</b> .....				17		1
<b>Portland &amp; Southwestern Railroad Co.</b> .....						
<b>Sheridan &amp; Willamina Railroad Co.</b> .....	1					
<b>Southern Pacific Co.</b> .....				15		
<b>Spokane, Portland &amp; Seattle Railway Co.</b> .....		1		1		
<b>Sumpter Valley Railway Co.</b> .....		1				
<b>United Railways Co.</b> .....						
<b>Total</b> .....	2	7	1	40	8	29

\*Exclusive of November.

ACCIDENTS, ETC.—*Concluded.*

Falling from trains		Jumping on and off trains		Walking upon track		Struck at grade crossing		Other causes		Total	
Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
				1	8			1		1	
				1	4			1		2	8
1	2	1	8	8	6	1	1	6	5	15	14
			1								10
			1								1
	4		1	18	1				2	18	8
	1			1	1	1	1	1	1	8	5
1				1					5	1	5
	1		2	2				1	5	4	5
					1				5		9
	1			1	1			1	2	1	2
				1					1	1	8
2	10	1	7	29	17	2	2	11	28	45	65
1	5	1	2						9	8	66
									2		8
	5		1					2	85	4	52
8	2		2	2					9	8	16
1	8		2			1			72	17	88
2	10	1	7	29	17	2	2	11	28	45	65
7	25	2	14	88	17	2	8	27	155	82	290
	1			1					1	2	1
									2	1	8
											1
								1		1	
	1		1						1		1
				1	8				8		6
			1	1				2	1	4	6
				1					1	1	
1	2	1	1	2				2	15	6	19
	8		2						28	6	64
8	8		8	15	1				18	28	29
	1		1					4	12	6	17
1	2	1	8	1	4	1	1	6	10	4	88
									1		1
										1	
2	4		2	10	7			8	18	20	46
	1			1	1	1	2	8	87	5	48
	1							1	8	1	5
	1			1					10	1	11
7	25	2	14	88	17	2	8	27	155	82	290



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SIXTH ANNUAL REPORT  
OF THE  
RAILROAD COMMISSION  
OF  
OREGON

TO THE  
GOVERNOR

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December 15, 1912



SALEM, OREGON  
WILLIS S. DUNIWAY, STATE PRINTER  
1913

**JAN 30 1914**

# REPORT

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*To the Governor:*

SIR: The Railroad Commission of Oregon now submits its sixth annual report.

## ORGANIZATION OF COMMISSION.

On February 6, 1912, LeRoy D. Leedy was appointed stenographer of the Commission vice Abner H. Jones, resigned. Otherwise the personnel of the Commission's force remains as at last report. Experts in various lines have occasionally been employed by the Commission in the performance of its duties, under the authority conferred upon it by law.

## RAILROADS SUBJECT TO JURISDICTION OF COMMISSION.

The following railroads within Oregon are subject to the jurisdiction of the Commission:

Name of company	Miles owned	Miles operated
<b>Commercial roads—steam—</b>		
Central Railroad of Oregon	16.36	16.36
Carlton & Coast Railroad Company	14.16	14.16
Coos Bay, Roseburg & Eastern Railroad & Navigation Company	29.08	27.64
Corvallis & Eastern Railroad Company	146.26	146.26
Great Southern Railroad Company	29.67	29.67
Great Northern Railway Company		9.75
Independence & Monmouth Railway Company	2.60	31.89
Mount Hood Railroad Company	22.20	22.20
Northern Pacific Railway Company	88.89	60.86
Nevada-California-Oregon Railway Company	13.91	13.91
Oregon & Southeastern Railroad Company	20.00	20.00
Oregon Trunk Railway	156.17	156.17
Oregon-Washington Railroad & Navigation Company	844.49	899.44
Deschutes Railroad Company	95.23	
Oregon Short Line Railroad Company	15.40	110.57
Pacific & Eastern Railway	84.36	84.36
Pacific Railway & Navigation Company	91.16	112.16
Portland, Eugene & Eastern Railway Company (steam)	29.95	29.95
Portland Railway, Light & Power Company (steam)	20.98	20.98
Rogue River Valley Railway Company	5.50	5.50
Salem, Falls City & Western Railway Company	27.00	64.00
Southern Pacific Company		764.66
Beaverton & Willsburg Railroad Company	10.35	
Central Pacific Railway Company	79.93	
Oregon & California Railroad Company	667.02	
Spokane, Portland & Seattle Railway Company	87.73	128.12
Sumpter Valley Railway Company	81.07	81.07
Willamette Valley & Coast Railway Company	5.40	5.40
<b>Total</b>	<b>2,684.72</b>	<b>2,804.58</b>
<b>Commercial roads—electric—</b>		
Kenton Traction Company	2.90	3.00
Oregon Electric Railway Company	72.42	72.86
Portland, Eugene & Eastern Railway Company (electric)	27.40	27.40
Portland Railway, Light & Power Company (electric)	163.92	161.06
Portland & Troutdale Electric Railway Company	1.50	1.50
United Railways Company	33.60	33.98
Walla Walla Valley Railway Company	5.97	5.97
<b>Total</b>	<b>297.71</b>	<b>306.82</b>
<b>Commercial, Terminal and Switching Companies—</b>		
Northern Pacific Terminal Company	3.68	1.99
<b>Total</b>	<b>3.68</b>	<b>1.99</b>
<b>Industrial roads—steam—</b>		
Bridal Veil Lumbering Company	6.00	6.00
C. A. Smith	1.50	
Marshfield & Suburban Railroad Company		1.50
Portland Southwestern Railroad Company	11.00	11.00
Sheridan & Willamina Railroad Company	5.50	5.50
Benson Timber Company		7.00
Olatskanie & Nehalem Railroad Company	7.00	
Columbia Timber Company		8.90
Goble, Nehalem & Pacific Railroad Company	8.40	
<b>Total</b>	<b>89.90</b>	<b>89.90</b>
<b>Total mileage, all lines</b>	<b>2,976.01</b>	<b>3,152.79</b>

Records in this office show that since June 30, 1912, new lines not included in the foregoing table have been put in operation as follows:

Name of company	From	To	Miles
Commercial roads—steam— Southern Pacific Company.....	Salem .....	Geer .....	6.80
Commercial roads—electric— Oregon Electric Railway Company.....	Salem .....	Eugene.....	71.60

On the 1st of December, 1912, the total single track mileage owned within the State of Oregon was 3066.01, with operated mileage of 3231.19. This is a net increase of 177.35 miles in the track owned, and 208.53 in operated lines over that reported as of December 15, 1911. In this statement we have not included the numerous lines which are now in the construction stage but have not been put in operation.

#### INCREASE IN RAIL MILEAGE.

Since June 30, 1906, (the end of the fiscal year preceding the organization of the Commission), the rail mileage owned within the State of Oregon has been as follows at the end of the respective fiscal years named:

June 30, 1906 .....	2,050.81 miles.
June 30, 1907 .....	2,123.31 miles.
June 30, 1908 .....	2,157.57 miles.
June 30, 1909 .....	2,320.11 miles.
June 30, 1910 .....	2,382.89 miles.
June 30, 1911 .....	2,685.20 miles.
June 30, 1912 .....	2,976.01 miles.
Dec. 1, 1912 .....	3,066.01 miles.

#### OTHER CORPORATIONS SUBJECT TO THE ACT.

Other corporations reporting to this Commission under the provisions of the Railroad Commission Act, are:

##### *Express—*

American Express Company,  
Great Northern Express Company,  
Northern Express Company,  
Wells Fargo & Company.

##### *Sleeping Car—*

The Pullman Company.

The Public Utilities Act (Laws 1911, Chapter 279), approved by referendum vote of the people, November 5, 1912,



has added several hundred street railway, gas, light, water, power, telegraph and telephone utilities to the jurisdiction of the Commission. These have not yet been fully listed.

#### ANNUAL REPORTS OF CARRIERS.

In Appendix II to this report are set out abstracts of the annual reports of the various carriers and other corporations made to the Commission.

Tabulations showing the results of operations in the State during the fiscal year ending June 30, 1912, by respective classes of roads, are summarized as follows:

#### COMMERCIAL ROADS—STEAM.

Average mileage operated, 2,569.35.

	Oregon State	Oregon proportion of interstate	Total
Operating revenues—			
Freight revenue.....	\$ 8,957,764 48	\$ 7,994,558 88	\$ 11,952,317 76
Passenger revenue.....	8,869,234 67	8,790,006 79	7,649,240 46
Other passenger train revenue.....	265,622 49	152,348 09	1,098,504 74
Revenue from operation other than transportation.....	255,858 91	25 77	300,088 06
All other transportation revenue.....	146,737 96	24,848 66	230,817 28
Total operating revenue, Oregon business.....	\$ 8,494,718 46	\$11,951,781 64	\$ 21,280,968 80
Operating expenses assigned to Oregon—			
Maintenance of way and structures.....			\$ 3,067,048 89
Maintenance of equipment.....			2,253,119 78
Traffic expenses.....			561,679 82
Transportation expenses.....			6,939,816 13
General expenses.....			626,732 61
Total operating expenses assigned to Oregon.....			\$ 13,448,397 18
Net operating revenue in Oregon.....			\$ 7,782,571 12
Taxes paid in Oregon.....			1,487,046 96
Net operating revenue less taxes in Oregon.....			\$ 6,295,524 16
Traffic statistics—			
Passengers carried one mile, in Oregon.....			279,902,135
Average receipts per passenger mile—cents.....			2.699
Freight, tons carried one mile in, Oregon.....			935,583,392
Average receipts per ton per mile—cents.....			1.273

Total column includes mail, express and miscellaneous revenue not segregated between Oregon State and Oregon proportion of interstate.

## COMMERCIAL ROADS—ELECTRIC.

Average mileage operated, 306.32.

	Oregon State	Oregon propor- tion of interstate	Total
<b>Operating revenues—</b>			
Freight revenue .....	\$ 455,125 28	\$ .....	\$ 455,125 28
Passenger revenue .....	4,356,680 80	.....	4,356,680 80
Other passenger train revenue .....	80,430 84	.....	80,430 84
All other transportation revenue .....	84,156 57	.....	84,156 57
Revenue from operation other than transportation .....	96,868 88	.....	96,868 88
<b>Total operating revenue, Oregon business .....</b>	<b>\$ 5,028,262 32</b>	<b>\$ .....</b>	<b>\$ 5,028,262 82</b>
<b>Operating expenses assigned to Oregon—</b>			
Maintenance of way and structures .....			\$ 349,612 69
Maintenance of equipment .....			345,609 19
Traffic expenses .....			41,018 18
Transportation expenses .....			1,598,868 85
General expenses .....			508,157 40
<b>Total operating expenses assigned to Oregon .....</b>			<b>\$ 2,801,356 26</b>
<b>Net operating revenue in Oregon .....</b>			<b>\$ 2,181,906 06</b>
<b>Taxes paid in Oregon .....</b>			<b>524,847 18</b>
<b>Net operating revenue less taxes in Oregon .....</b>			<b>\$ 1,607,058 88</b>

Reports do not show division of earnings between State and Oregon's proportion of interstate; all assigned to Oregon State by commission.

## INDUSTRIAL ROADS—STEAM.

Average mileage operated, 17.

	Oregon State	Oregon propor- tion of interstate	Total
<b>Operating revenues—</b>			
Freight revenue .....	\$ 81,897 53	\$ .....	\$ 81,897 53
Passenger revenue .....	6,305 44	.....	6,305 44
Other passenger train revenue .....	945 82	.....	945 82
All other transportation revenue .....	4,200 00	.....	4,200 00
Revenue from operation other than transportation .....	67 38	.....	67 38
<b>Total operating revenue, Oregon business .....</b>	<b>\$ 88,416 12</b>	<b>\$ .....</b>	<b>\$ 88,416 12</b>
<b>Operating expenses assigned to Oregon—</b>			
Maintenance of way and structures .....			\$ 1,918 98
Maintenance of equipment .....			18,432 09
Traffic expenses .....			.....
Transportation expenses .....			27,158 78
General expenses .....			4,113 02
<b>Total operating expenses assigned to Oregon .....</b>			<b>\$ 46,622 82</b>
<b>Net operating revenue in Oregon .....</b>			<b>\$ 46,798 30</b>
<b>Taxes paid in Oregon .....</b>			<b>2,788 77</b>
<b>Net operating revenue less taxes in Oregon .....</b>			<b>\$ 44,004 53</b>

Above figures do not include the results of operation of lines owned by Bridal Veil Lumbering Company, 6.00 miles; Goble, Nehalem & Pacific Railway Company, 8.90 miles, and Clatskanie & Nehalem Railroad Company, 7.00 miles.

## SUMMARY—ALL ROADS.

Average mileage operated, 2,892.67.

	Oregon State	Oregon proportion of interstate	Total
Operating revenues—			
Freight revenue .....	\$ 4,404,787 24	\$ 7,994,558 33	\$ 12,489,345 57
Passenger revenue .....	8,232,220 91	3,780,005 79	12,012,226 70
Other passenger train revenue .....	346,999 15	152,348 09	1,179,881 40
All other transportation revenue .....	185,094 53	24,848 66	269,173 85
Revenue from operation other than transportation .....	352,290 07	25 77	397,024 22
Total operating revenue, Oregon business .....	\$13,611,391 70	\$11,951,781 64	\$ 26,347,646 74
Operating expenses assigned to Oregon—			
Maintenance of way and structure .....			\$ 3,418,580 51
Maintenance of equipment .....			2,610,251 01
Traffic expenses .....			602,697 95
Transportation expenses .....			8,555,843 76
General expenses .....			1,199,008 03
Total operating expenses assigned to Oregon .....			\$ 16,386,376 26
Net operating revenue in Oregon .....			\$ 9,961,270 48
Taxes paid in Oregon .....			2,014,682 91
Net operating revenue less taxes in Oregon .....			\$ 7,946,587 57

Total column includes mail, express and miscellaneous revenue not segregated between Oregon State and Oregon proportion of interstate.

## COMPARISON OF 1911 AND 1912 BUSINESS.

In the annual report of this Commission for the year ending December 15, 1911, we were unable to submit figures showing the results of the operation of the Oregon Short Line Railroad Company for this State alone. That company had declined to comply with the requirements of this Commission as to reporting Oregon's business separately. Since the date of our last report, however, as the result of litigation over this matter with the Short Line Railroad Company, we have been furnished with these figures. They are now included in the 1911 business presented in the following table:

	1911	1912
Average mileage operated .....	2,434.32	2,892.67
Operating revenues—		
Oregon State .....	\$13,750,577 91	\$ 13,611,391 70
Oregon's proportion of interstate .....	13,188,616 32	11,951,781 64
Oregon mail, express and miscellaneous not segregated as to State and interstate .....	983,490 68	784,473 40
Total .....	\$27,922,684 91	\$ 26,347,646 74
Operating expenses assigned to Oregon—		
Oregon .....	16,500,869 88	16,386,376 26
Net operating revenue in Oregon .....	\$11,421,715 03	\$ 9,961,270 48
Taxes paid in Oregon .....	1,607,498 27	2,014,682 91
Net operating revenue less taxes in Oregon .....	\$ 9,814,216 76	\$ 7,946,587 57

Industrial roads not handling commercial business have been excluded from this comparison.

## COMPLAINTS BEFORE THE COMMISSION.

As shown by the last report of the Commission, there were pending December 1st, 24 informal and 47 formal matters on the dockets as complaints. During the year 301 informal and 34 formal matters were docketed.

*Informal Complaints.*

Of the informal complaints 293 were made by individuals, 32 by the Commission upon its own motion, and numerous matters were taken up on application of the carriers for permission to make rates effective on less than statutory notice, or for authority to refund excessive charges. Twenty-four informal complaints related to rates; 66 complaints were made respecting inadequacy or unreasonableness of service; 219 complaints were adjusted informally; 10 were transferred to the formal docket; 13 were discontinued on account of lack of disposition on the part of plaintiff to pursue the matter, and two related to interstate rates. There are now pending 15 informal complaints.

*Formal Complaints.*

Of the 30 formal complaints considered during the year, 15 were for unreasonable or inadequate service and 11 related to rates. The valuation investigations pending before the Commission, 22 in number, are docketed as formal complaints. There are now pending 17 formal complaints. Forty-four were closed during the year. Thirty-four formal hearings were had.

## LITIGATION.

*Milwaukie and Oak Grove Fare Cases.*

Portland Railway, Light & Power Company *v.* Railroad Commission of Oregon; two cases. (See 1908 report, page 17; 1909 report, page 14; 1910 report, page 6; 1911 report, page 15.) These are suits to set aside orders of the Commission fixing certain passenger fares between Portland and Milwaukie and Oak Grove groups of stations. The orders of the Commission were affirmed by the Circuit Court of Marion County and by the Supreme Court of the State of Oregon, but writs of error have been issued and returned to the United States Supreme Court. The cases have not yet been heard upon the docket of that court.

*O. R. & N. Portland Distributive Rate Case.*

Oregon Railroad & Navigation Company *v.* Campbell, et al. (See 1908 report, page 18; 1909 report, page 16; 1910 report,

page 6, and 1911 report, page 15.) This case is pending in the Supreme Court of the United States on the appeal of the railroad company from an order dismissing its bill of complaint, brought to enjoin the enforcement of an order of this Commission fixing rates between Portland and Eastern Oregon. This case has been argued and submitted to the United States Supreme Court. The rates involved are still in effect.

*Southern Pacific Company Portland Distributive Rate Case.*

Southern Pacific Company and Oregon & California Railroad Company *v.* Campbell, et al. (See 1910 report, page 7, and 1911 report, page 16.) Pending upon appeal to the United States Supreme Court from order and decree of the United States District Court for the District of Oregon, dismissing a bill of complaint asking to set aside an order of the Commission fixing class rates out of Portland. Temporary injunction was denied below and demurrer interposed by the defendants was sustained and the bill dismissed. This case was argued and submitted at the same time as the O. R. & N. Distributive Rate Case and now awaits disposition in the Supreme Court of the United States.

*Hours of Labor Suits.*

See 1911 report, page 17. The suits brought by the Southern Pacific Company, Oregon-Washington Railroad & Navigation Company, and Corvallis & Eastern Railroad Company against the Railroad Commission of Oregon, the Attorney General and the Prosecuting Attorneys of the various districts, are still pending on demurrer in the United States District Court for the District of Oregon. No decision has been reached by that court.

(Note—On January 6, 1913, the United States District Court held the statute invalid and enjoined the enforcement thereof.)

*Initiative Rate Bill Suit.*

By the affirmative action of the people at the General Election, November 5, 1912, there was passed a bill appearing upon the ballot with the following title:

"A bill for an Act fixing the percentage that freight rates on less than carload lots shall bear to carloads, and establishing minimum weights, and maximum freights, and providing penalties for violations of this Act."

As soon as it was apparent that the bill had received a majority of the votes of the electors in its favor, the Commis-

sion notified the various railroads of the State of that fact and demanded that they comply with the provisions of this Act. Thereupon, bill in equity was filed in the U. S. District Court for the District of Oregon against members of this Commission, the Attorney General, and the Prosecuting Attorneys of the several counties, praying that such officers be enjoined from enforcing the provisions of such act, and that the act be declared unconstitutional upon various grounds. Application was made for temporary restraining order. This application was argued, and was upon Monday, December 9, 1912, granted by the District Court of the United States. Such suits were brought by the following named companies, respectively: Oregon-Washington Railroad & Navigation Company; Southern Pacific Company and Oregon & California Railroad Company; Spokane, Portland & Seattle Railway Company; Pacific & Eastern Railway; Oregon Trunk Railway; Oregon Electric Railway Company; United Railways Company; Northern Pacific Railway Company, and Mount Hood Railroad Company. Bonds aggregating the sum of \$55,000 were filed as required by order of the court.

At the time of granting the temporary injunction the court overruled the demurrers filed by the defendants to the bills of complaint, and indicated that the court could probably pass upon the entire matter upon the bills and answers.

#### *Sumpter Valley Rate Case.*

Suit was brought by Sumpter Valley Railway Company against the Railroad Commission of Oregon in the Circuit Court for Marion County under the provisions of the Railroad Commission Act for a review of orders of the Commission fixing rates for the transportation of logs and lumber and passengers over the line of railroad of the Sumpter Valley Railway Company. By order of the Circuit Court the orders of the Commission were suspended pending the suit. Demurrers have been interposed by the defendant to the petition. This is the only suit pending in any of the State courts for a review of an order of the Commission.

#### *Oregon Short Line Annual Report Suit.*

At the request of the Commission the Attorney General brought a suit for the collection of statutory penalty against Oregon Short Line Railroad Company for failure to file annual report for the year, 1911. The Company in filing its report for that year with the Commission declined to comply with the requirements of the Commission as to reporting State

business and revenues and expenses. Petition for removal to the United States District Court was filed and order for removal was entered by the Marion County Circuit Court. Motion to remand was made in the United States Court, and the same was allowed and the case sent back to the State court. As a result of these proceedings, the Short Line Company has filed with the Commission all of the missing data for its 1911 annual report, and has indicated that it will in the future comply with the accounting orders of the Commission.

## PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION.

### *Wool Rate Case.*

Railroad Commission of Oregon *v.* The Oregon Railroad & Navigation Company, *et al.* (Wool rate case.) This proceeding, which had reference to the rates on wool from points in Eastern Oregon to the eastern wool markets, is referred to in the 1909 report, page 18; 1910 report, page 8; and 1911 report, page 18. The case was fully submitted to the Interstate Commerce Commission. On January 17, 1912, the Commission made a finding as to the basis for rates in the future from Eastern Oregon to the wool markets on the Atlantic Seaboard. No order, however, was entered by the Interstate Commerce Commission. This finding was followed by the filing of tariffs which made a considerable reduction in the wool rates to the eastern markets. Upon numerous requests for a rehearing, the Interstate Commerce Commission set the matter down for further hearing at Denver. A member of this Commission appeared and participated in that hearing. As a result, the Interstate Commission has adhered to the ruling announced in its original opinion, and has further found that fourth-class is a reasonable rate for the transportation of wool in sacks to the Pacific Seaboard, instead of second-class theretofore in effect. The net result will be a still further and considerable reduction in the wool rates from Eastern Oregon, both to the Atlantic Seaboard and to the Pacific Coast.

### *Abolition of 10 Cent Arbitrary.*

Railroad Commission of Oregon *v.* Southern Pacific Company, *et al.* (See 1910 report, page 8; 1911 report, page 18.) This case involves the abolition of the so-called 10-cent arbitrary formerly applying on shipments from eastern points to certain Willamette Valley points, and the substitution of class rates therefor. As stated in the last annual report this matter was fully submitted to the Interstate Commerce Commission. On June 8, 1912, the Interstate Commission made an order fixing certain reasonable arbitraries to be added to the existing rates to points as far south as Albany and Corvallis in the Willamette Valley. Subsequently that order was rescinded by

the Interstate Commerce Commission and the petition of the Railroad Commission of Oregon was dismissed.

*Mohawk-Wendling Lumber Rate.*

Railroad Commission of Oregon *v.* Southern Pacific Company, et al. It having appeared to the Commission that a differential was carried by the Southern Pacific Company and its eastern connection upon shipments of lumber from the Mohawk-Wendling Branch of its line, which appeared to be unreasonable and unjustly discriminatory, the matter was presented to the Southern Pacific Company with a request for the abolition of such differential. No attention having been paid to the request of the Commission, the matter was presented to the Interstate Commerce Commission by a formal complaint, and is now pending before that body.

In addition to the foregoing matters, numerous informal complaints have been taken up with the Interstate Commerce Commission at the request of citizens of the State, involving over-charges, refunds, and the like. The services of the Commission are at all times at the command of citizens of this State for the presentation of such matters to the Federal Commission without expense to them.

At the request of the Commission the Attorney General commenced proceedings in the way of mandamus in the Circuit Court for Multnomah County to compel the Central Railroad of Oregon to comply with an order of the Commission for the reconstruction of the portion of its line between Valley Junction and Union Station. During the pendency of the action the railroad company complained of complied with the order as far as it related to the rebuilding of the line effected. The Commission has requested that the proceedings be discontinued.

Except as stated, there are no orders of the Commission under attack, either in the Circuit Court of the State of Oregon or the District Court of the United States, and no cases are pending in the Supreme Court in which the Commission is interested.

VALUATION OF THE RAILROADS.

The examination into the original and reproduction cost of the various railroads of the State has been continued according to the general plan outlined in our previous reports. The engineering and accounting data have been brought down to June 30, 1912, as far as concerns the Oregon-Washington Railroad & Navigation Company, Oregon & California Railroad Company, Corvallis & Eastern Railroad Company and Sumpter Valley Railway Company. The work is therefore substantially complete as to approximately 1850 out of the 2634 miles of steam lines in the State.



The services of the engineering department of the Commission have also been largely used in the investigation of facilities and service complaints and accidents. Manifestly the questions presented by such complaints often call for expert engineering attention.

#### INSPECTION OF RAILROADS.

Following the plan outlined in previous reports, the Commission has inspected from time to time the various railroads within the State with reference to the adequacy of service and the safety of appliances. Such inspections have not been made formally or at stated periods, but have been made in an informal manner and without notice to the company. The engineering department has been used to considerable extent in making such inspections. The suggestions made by the Commission as a result of such inspections have been very generally complied with by the carriers without the necessity of holding a formal hearing, or making binding orders.

#### DISTANCE TARIFF INVESTIGATIONS.

By reference to the report of 1911, page 20, it will be seen that at the time of the last annual report there was pending before the Commission the investigation of the distance tariff, and the rates out of Portland, on both the O.-W. R. & N. Co., and the Southern Pacific Company. These cases also involved the rates out of Baker, Medford, Pendleton, La Grande, Umatilla and other points. As a result of the thorough and painstaking investigation conducted by the Commission, an order was made on January 19, 1912, in each of the above mentioned cases providing for a considerable reduction in the existing rates. The rates named by the Commission generally checked in with those ordered by the Interstate Commerce Commission in the case of *Portland Chamber of Commerce v. Oregon Railroad & Navigation Company, et al.*, which involved the rates from Portland eastward to points in Idaho and Washington. As a result, the rates obtaining on the lines mentioned are not only considerably lower than heretofore, but except as far as local conditions, such as the existence of water competition along the Columbia or Willamette rivers may have forced lower rates to some points than those which the Commission could find as reasonable, the entire rate structure is harmonious and equal class rates apply in and out of each locality served by the carriers affected.

The passenger rates of Corvallis & Eastern Railroad Company, also mentioned on page 20, of the 1911 report as being

under investigation at the time of the last annual report, have been placed upon the basis of 3 cents per mile instead of 4 cents as theretofore.

#### INTERCHANGEABLE MILEAGE BOOK.

As the result of a conference between the Commission and the various railroads within the State, an interchangeable 2000-mile book, upon the basis of  $2\frac{1}{2}$  cents per mile has been put in, good over the entire Pacific Northwestern country, north of Weed, California. Practically all of the steam and electric roads within the territory named are included in the book. Certain of the lines are honoring this book upon the basis of detaching coupons to equal their local fare, but generally the book is being honored upon the basis of one coupon, representing  $2\frac{1}{2}$  cents, per mile.

#### ACCIDENT INVESTIGATIONS.

The important accidents which have occurred upon the railroad lines within the State the last year have been investigated either by some member of the Commission or by some representative of the engineering department. A summary of the accidents which have been reported to the Commission is contained in Appendix III to this report. During the year the report form was changed so that many accidents of a minor nature which had previously not been reported to the Commission are now included. This increases greatly the number of accidents, but the increase is more nominal than real and occurs by reason of the change in report form as stated.

#### ISSUANCE OF PASSES.

The various railroads within the jurisdiction of the Commission have annually reported to the Commission the passes issued by them, and such lists have been checked with care to see that the privilege of issuing free or reduced rate transportation is not extended to persons forbidden by law to receive the same.

#### TRACK SCALE INSPECTIONS.

Pursuant to the provisions of Chapter 96, of the laws of 1911, the Commission has undertaken the inspection of the railway track scales within the State. As shown in our last annual report (page 26) acting in conjunction with the Public Service Commission of Washington, we have procured a suitable test car owned in equal share by the two States, which

has been employed constantly testing the railway track scales in Oregon and Washington, under the direction of Mr. George H. Kaiser, the inspector and scale expert employed for that purpose. The expense of such inspection in Oregon is borne by the railroads, and the fee has been fixed at \$20.00 per inspection.

The following summary shows the results of the inspection of track scales from the time the car was installed, January 1, 1912, to December 1, 1912:

Railroad track scales tested.....	23
Tests made .....	50
Scales sealed .....	21
Scales not sealed .....	2
Seals removed .....	5
Scales refitted .....	5
New scales installed .....	4

On first inspection only one scale was found to be correct eight showing underweight and fourteen showing overweight. The discrepancies in weight ranged from a few pounds to 1,300 pounds, using the official scale testing car, weighing 103,410 pounds.

On second inspection the seals were removed from five scales. This was owing to the fact that the pivots and bearings of these scales were dull and the scales would not hold their seals. These five scales have since been refitted, rebuilt and sealed. Two scales are not sealed at present because they have not been repaired so they could be sealed.

Unquestionably the inspection of the track scales in the two states has done much to minimize the friction which has previously existed between the shippers and the railroads over the question of weights.

The Interstate Commerce Commission on its own motion has undertaken the investigation of the practices and the facilities of the carriers with respect to the obtaining of weights generally. A series of hearings were conducted at various places in the country, and a hearing was held at Portland on October 23, 1912, at which this Commission appeared and introduced considerable testimony relative to the situation in this State.

#### TARIFFS FILED.

During the year, 1912, 558 freight and 699 passenger tariffs were filed with the Commission. The total number of tariffs which have been filed with the Commission since its organization is 4,701 freight, and 2,991 passenger, 7,692 in all. The

numerous supplements which have been filed to the tariffs and which far outnumber the tariffs themselves are not included in the foregoing statement. Notwithstanding the great increase in the mileage of the lines within the State, there has been a very marked diminution in the number of freight tariffs filed. This is due to the consolidation of existing tariffs and indicates a very healthy tendency toward simplification.

#### PUBLIC UTILITIES LAW.

The Act of the Legislative Assembly of 1911, Chapter 279, defining public utilities and providing that the jurisdiction of this Commission should be broadened to cover their regulation, was suspended in operation by the filing of a referendum petition thereon, within 90 days from the adjournment of the session. The act stood as suspended until by the affirmative action of the people at the general election held November 5, 1912, at which the bill received 65,985 affirmative votes, and there were 40,956 votes cast against it, the measure was approved by the people and thereupon immediately became effective. This act covers the transmission of telegraph or telephone messages, the transportation of persons and property by street railroad, the production, transmission, delivery and furnishing of heat, light, water and power, except as to municipally owned plants. Immediately after the taking effect of the Public Utilities Act the Commission undertook the reorganization of its forces for the administration of that law. It was determined that time and money could be saved by getting the advice and benefit of the experience of some of the older and more experienced utility commissions, and accordingly two members of this Commission were dispatched to visit the Wisconsin, New York, Massachusetts, Ohio, and Nebraska Public Service or Railroad Commissions. Every facility and courtesy was shown the members of this Commission by the Commissions in the several states named, and a great deal of extremely valuable information was secured which will unquestionably save this Commission a great deal of useless experimenting. The Commission has perfected its plans for the reorganization of the department for the administration of the Public Utilities law and is now prepared actively to enter upon such duties.

#### RECOMMENDATIONS AS TO LEGISLATION.

The Railroad Commission Act makes it the duty of this Commission to recommend changes which may be deemed

advisable in the railway laws of the State. We therefore beg to submit for consideration the following:

1. The Commission should be given the same power as to investigation of new schedules and suspension of proposed rates that is conferred upon the Interstate Commerce Commission with respect to interstate rates by the amendment of the Act to regulate Commerce, of June 18, 1910. At any hearing involving such rate increase the burden should be cast upon the carrier or utility as to the reasonableness of the increased rates.

2. In the report of this Commission for 1910, page 11, we called attention of the Legislative Assembly to the question as to whether it was desirable to provide a control of the issuance of stocks, bonds, and other securities of public service corporations in the interest of the public and the investor. No action was taken upon this recommendation at the 1911 session of the Legislature. At that time there was pending a proposal for Congress to regulate the capitalization of the interstate corporations. No such action has yet been taken by the Federal Government. We renew our recommendation that the Legislature consider the advisability of providing some efficient control within this State of the issuance of stocks and bonds of public service corporations generally. Either the California Act or the proposed Model Stocks and Bonds Law of the National Civic Federation may well be taken as a model. The fees charged for this administration should be sufficient to cover the increased expense incurred.

3. We renew our recommendation found on page 11 of the 1910 report, that authority be conferred upon this Commission to prevent the construction of additional grade crossings between highways and railway lines in Oregon where it is practicable to avoid them.

4. Section 6905, of Lord's Oregon Laws, should be so amended that it will be clear that it is intended to operate only as to intrastate traffic.

5. With reference to the procedure when one railroad undertakes to cross another at a common grade, there is an apparent conflict between Section 6839, Section 6859, and Section 6900 of Lord's Oregon Laws. The evident intent of the Legislature in 1907 was that this Commission should if possible prevent crossings of such railroads at grade. Its authority to do so however is weakened by the fact that the Legislature in 1907, at the same time the Railroad Commission Law was being enacted, passed an Act (Law of 1907, page 289), amending Bellinger & Cotton's Section 5074, 5075, which gives the right

of condemnation as relates to railroad crossings. The legislative intent should be made unmistakable.

6. Hundreds of applications are received by the Commission each year for copies of a railroad map of the State, but for want of funds no such map has ever been issued. Most State Commissions publish such a map and we would recommend that authority be given us to do the same, and that sufficient funds be appropriated therefor. We have all the necessary data on file in our office for this work.

Salem, Oregon, December 15, 1912.

Respectfully submitted,

RAILROAD COMMISSION OF OREGON,

By C. B. Aitchison, *Chairman*,  
Thos. K. Campbell,  
Frank J. Miller,  
*Commissioners.*

Attest:

H. H. Corey, *Secretary.*



# APPENDIX I

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Summary of Proceedings Had on Complaint Before  
the Commission



## APPENDIX I

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Summary of Proceedings Had on Complaint Before  
the Commission

# APPENDIX I

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## PART I—INFORMAL COMPLAINTS

**NOTE.**—Complaints involving the waiver of statutory notice for a reduction in rates have not been included in this summary. These are the complaints taking numbers which have been omitted from the strict numerical order of complaints.

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No. 286. **INFORMAL COMPLAINT.**—(Continued from report of 1911).

This proceeding (referred to in 1910 report, page 8, and 1911 report, page 31) originated in request of Malheur County Wool Growers' Association for consideration of rates on wool from Vale, Oregon, to Atlantic coast points. It was carried by this commission in 1908 to the Interstate Commerce Commission, and after formal hearing had been had was found by the federal commission to be so interwoven with other rates in wool producing territory that it began an investigation of entire subject of wool rates west of the Missouri River. Matter was finally argued in January, 1912, and on March 21 an opinion was rendered allowing carriers until May 1, 1912, to check in rates in substantial accord with report. Decision held that wool in the territory covered should take fourth class rate with the minimum (wool in sacks) 24,000 pounds, (wool in bales) compressed to density of 19 pounds per cubic foot, 32,000 pounds, for cars 36 feet long. Further hearing was called for by federal commission, and on September 17, 1912, this commission by one of its members presented further evidence at Denver, Colo. An amended opinion was entered November 12, 1912, adhering to former decision in that wool in sacks should take fourth class rate with minimum of 24,000 pounds. (See 23 I. C. C., 151; 25 I. C. C., 185.)

PENDING.

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No. 609. **INFORMAL COMPLAINT.**—(Continued from report of 1911).

On January 18, 1910, the Commission began investigation as to extent to which railroads in Oregon were complying with the provisions of Chapter 158, Laws of Oregon, 1909, requiring fencing of rights of way. Thereafter the Commission sent a circular letter to railroads asking them to furnish information as to the number of miles of right of way remaining unfenced on May 20, 1909, which would be affected by the fencing act, also the amount of fencing done since that date. The returns received indicated general compliance with the provisions of the act.

PENDING.

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No. 634. **INFORMAL COMPLAINT.**—(Continued from report of 1911.)

Complaint was made by merchants of Albany that the Southern Pacific Company and connecting lines were intending to raise the rate on eastern shipments to Willamette valley points, making the local class rates apply

from Portland to said points instead of an arbitrary rate of 10 cents per hundred which had been in effect for some time, to points as far south as Albany. The Southern Pacific Company refused to comply with the Commission's request to reduce its rates to the old basis. Thereupon the Commission duly filed complaint with the Interstate Commerce Commission. Order was entered by said Commission, effective December 1, 1912. Order entered postponing effective date, and later the original order was vacated. CLOSED.

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**No. 870. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

Commission investigated all crossings of electric railroads and steam roads. Found that the statutory provisions relating to height of trolley wires were not being complied with in several instances and recommended conformance at once with the provisions of sections 6963 and 3934 of Lord's Oregon Laws. The provisions of the statute having been complied with, the Commission ordered the matter closed. CLOSED.

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**No. 886. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

Complaint was made of cost of a spur track at Brogan, Oregon, at the plaintiff's lumber yard. Commission arranged for a conference of plaintiff and Oregon Short Line Railroad Company. Defendant offered to lay track providing plaintiff paid the proportional cost of \$360. Being amicably adjusted, the matter was ordered closed. CLOSED.

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**No. 888. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

Complaint was made of failure of the Southern Pacific Company to adjust claim for loss and damage to shipment of household goods from Chicago to Salem. Defendant later issued voucher in the sum of \$10 covering loss. CLOSED.

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**No. 904. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

Complaint was made that agency at Celilo had been closed. Defendant advised insufficient business to justify an agency at that point. The matter was closed upon request of plaintiff. CLOSED.

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**No. 905. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

Complaint was made that freight rates charged by the O.-W. R. & N. Company for transportation of household goods from The Dalles to Hunt's Ferry was excessive. Defendant contended these rates are reasonable. Commission advised plaintiff that further proceedings must be formal. Plaintiff stated he desired to drop the matter. CLOSED.

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**No. 910. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

Complaint was made of excessive freight rates on cedar posts shipped from Banks to Dilley. Southern Pacific Company and the Pacific Railway & Navigation Company made refund of \$3.99. CLOSED.

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**No. 920. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

Complaint was made of overcharge on shipment of household goods from Barbourville, Ky., to Coquille, Oregon. Commission found an overcharge of \$21.12, which was refunded by the Coos Bay, Roseburg & Eastern Railroad & Navigation Co. CLOSED.

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**No. 923. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

Clackamas Southern Railway Company asked authority to make crossing and connection with Southern Pacific and Oregon Water Power and Railway Company's lines at Oregon City. The Commission advised applicant it would be necessary to bring proceedings either in the courts by way of condemnation or before the Commission by formal complaint. No further action being taken, matter closed. CLOSED.

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**No. 925. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

Complaint was made of excessive freight rates assessed on carload shipment from Toledo to Redland. Freight bill covering said shipment showed that charges were according to tariffs in force. Commission advised plaintiff that if he considered rate excessive and wished to attack it on that ground, the question would be taken up. Upon request, the matter was consolidated with No. F-179 and hearing had November 15, 1911. Order entered. (See F-179 for order.) CLOSED.

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**No. 928. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

A shipper complained of excessive charge on 38 cars of wood. Commission discovered overcharges amounting to \$85.80 and secured refund in said amount. CLOSED.

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**No. 930. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

Upon investigation by the Commission it was learned that trains on the lines of the Southern Pacific Company and Salem Falls City & Western Railway Company did not come to a full stop at the crossing at Derry, Oregon. Taken up informally with said companies and the Commission was advised instruction had been issued to stop all trains at said crossing. CLOSED.

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**No. 939. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

The Commission requested the Oregon Electric Railroad Company to place notices that trains stopped at 10th and Stark, 10th and Morrison, 5th and Salmon, and 1st and Salmon Streets, Portland, Oregon, for the accommodation of passengers. Notices having been placed, matter was closed. CLOSED.

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**No. 940. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

The Commission requested the United Railways Company to change the name of Lakeview station for the reason that it is easily confused with Lakeview, Lake County. Name changed to Stockdale. CLOSED.

**No. 941. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

The Commission requested the Oregon Electric Railroad Company to change the name of Haynes station because of the similarity of name of the old established town of Haines, Baker County. Defendant advised that the conditions under which this station is named were such that it was not considered desirable to change the name at the present time, unless inconvenience of confusion is occasioned as result of present name. CLOSED.

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**No. 943. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

The Tigard Improvement Company requested the Commission to investigate the depot warehouse facilities at Tigard station and cause a suitable depot to be built commensurate with the freight business at said station. The Commission took the matter up informally with the Oregon Electric Railroad Company and building was enlarged so as to allow double the amount of storage space. CLOSED.

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**No. 947. INFORMAL COMPLAINT.—(Continued from report of 1911.)**

A citizen of Halsey complained of overcharge on shipment of exhibit stock to the State Fair during 1910 and 1911. The matter was taken up with the Southern Pacific Company and a refund of \$40 was secured. CLOSED.

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**No. 948. INFORMAL COMPLAINT.—(Continued form report of 1911.)**

A citizen of Junction City, Oregon, complained of overcharge on shipment of household goods from Kinnare, North Dakota, to Junction City. We found overcharge of \$82 and presented claim to the Southern Pacific Company, which was paid. CLOSED.

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**No. 952. INFORMAL COMPLAINT.**

Complaint was made of inadequate services and facilities at the station of West Fork, Oregon. The Commission took the matter up informally with the Southern Pacific Company and plaintiff advised that conditions are now satisfactory. CLOSED.

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**No. 953. INFORMAL COMPLAINT.**

The Commission, having noticed extreme overcrowding of cars on the line of the Portland Railway, Light & Power Company on the Oregon City division, advised that such conditions should not be permitted to continue and unless relief were granted, would look into the matter formally. To remedy situation the company placed a three-car train on the 7:50 a. m. and the 5:40 p. m. trains passing Milwaukee, inbound and outbound, respectively. CLOSED.

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**No. 954. INFORMAL COMPLAINT.**

Complaint was made of overcharge on shipment from Moose Jaw, Saskatchewan, to Turner, Oregon. The Commission took the matter up with the Southern Pacific Company and secured refund of \$19.91. CLOSED.

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No. 955. INFORMAL COMPLAINT.

Complaint of overcharge on shipment of household goods from Wardner, British Columbia, to Salem was filed and investigation by the Commission disclosed an overcharge of \$4.50. Upon taking the matter up with the Oregon Electric Railway Company, refund was secured.

CLOSED.

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No. 956. INFORMAL COMPLAINT.

Complaint was filed alleging that by reason of non-delivery of camping outfit at Detroit, Oregon, plaintiff was subject to an additional expense of \$9.00. Refund of full amount secured.

CLOSED.

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No. 958. INFORMAL COMPLAINT.

Complaint was filed by Labor Commissioner alleging that transformer near Nehalem Gap on line of United Railways was in dangerous condition. Defendant advised that such changes as were desired by the Labor Commission would be made and upon investigation the changes agreed upon were consummated.

CLOSED.

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No. 960. INFORMAL COMPLAINT.

Complaint was filed on behalf of the citizens of Canemah alleging dangerous condition of road crossing owing to lack of lights at that point. The Commission took the matter up with the Portland Railway Light & Power Company and secured the desired lights.

CLOSED.

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No. 962. INFORMAL COMPLAINT.

Complaint alleging overcharge on a coop of poultry and one dog expressed from Troutdale to Toledo, Oregon. Refund of \$2.24 was secured.

CLOSED.

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No. 963. INFORMAL COMPLAINT.

Complaint was made of overcharge on shipment of brick, clay, lime, cement and corrugate iron from Portland to Newton, Oregon, in the sum of \$21.36. The Commission took the matter up with the railroad company who acknowledged overcharge and asked authority to refund same. Reparation was authorized in the sum of \$21.36.

CLOSED.

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No. 966. INFORMAL COMPLAINT.

Complaint was made alleging excessive rate charges on household goods shipped from Portland to Salem. Investigation disclosed an overcharge of \$3.65, which sum was refunded.

CLOSED.

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No. 967. INFORMAL COMPLAINT.

Investigation of the explosion of boiler of locomotive No. 382 of the Oregon-Washington Railroad & Navigation Company near Hilgard, Oregon, was made by the Commission and a copy of findings duly served upon the railroad company.

CLOSED.

**No. 968. INFORMAL COMPLAINT.**

Complaint alleging inadequate loading facilities at Meacham, Oregon, was filed by citizens. The Commission took the matter up with the Oregon-Washington Railroad & Navigation Company and secured the desired relief.

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CLOSED.

**No. 970. INFORMAL COMPLAINT.**

Complaint was filed alleging discrimination in passenger fares between Portland and Multnomah, and Portland and Orenco, Oregon. The Commission took the matter up with the Oregon Electric Railway Company and was advised that if later it should be found desirable to consider reduction in the fares complained of, same would have their attention but at present, could give no definite information. Plaintiff was requested to file a formal complaint if he desired to pursue the matter further. Plaintiff thereupon asked that matter be dropped.

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CLOSED.

**No. 971. INFORMAL COMPLAINT.**

The Commission called the attention of the Oregon Electric Railway Company to the insufficiency of heating apparatus on cars and asked that steps be taken to remedy same. Defendant advised that additional heaters had been installed.

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CLOSED.

**No. 973. INFORMAL COMPLAINT.**

Complaint of overcharge on 697 boxes of green apples shipped from Albany, Oregon, to Aberdeen, North Dakota, filed and upon taking the matter up with the Southern Pacific Company the Commission was advised that the matter had been taken up with the connecting carriers and as soon as the necessary papers could be completed, overcharge would be refunded.

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PENDING.

**No. 974. INFORMAL COMPLAINT.**

The United Railways Company asked authority to make reparation to the V. D. Smith Fuel Company of Portland, Oregon, on various shipments of cord wood originating at Valley Vista, destined to Portland, in the sum of \$28. Reparation authorized.

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CLOSED.

**No. 975. INFORMAL COMPLAINT.**

United Railways Company asked authority to make reparation to J. W. Hefferlin Realty Company of Portland on various shipments of cord wood originating at Falkenberg, destined to Portland, Ore., in the sum of \$23. Reparation authorized.

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CLOSED.

**No. 976. INFORMAL COMPLAINT.**

United Railways Company asked for authority to make reparation to J. W. Hefferlin Realty Company of Portland on various shipments of cord wood moving from Falkenberg to Portland in the sum of \$5.75. Reparation authorized.

CLOSED.

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No. 977. INFORMAL COMPLAINT.

Oregon-Washington Railroad & Navigation Company asked authority to make reparation to the Central Railroad of Oregon on shipments of rails destined to Hot Lake, Oregon, erroneously billed to Union, Oregon. Reparation authorized in the sum of \$122.21. CLOSED.

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## No. 978. INFORMAL COMPLAINT.

Plaintiff complains of loss of pair of glasses in transit from Portland to Cottage Grove, Oregon. The Commission took the matter up with the defendant and proper delivery was effected. CLOSED.

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## No. 979. INFORMAL COMPLAINT.

Complaint was made that the arbitrary delivery zone established by Wells, Fargo & Company at Medford, Oregon, was unreasonable and discriminatory. The Commission took the matter up and secured an extension of the delivery limits which was satisfactory to the plaintiff. CLOSED.

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## No. 980. INFORMAL COMPLAINT.

Complaint was made of inadequate station facilities at Rainier in that women and children were compelled to wait in the smoking room of the station. The Commission took the matter up with the Spokane, Portland & Seattle Railway Company and after an informal investigation held at Rainier the defendant company agreed to remodel the depot, which was satisfactory to the plaintiff. CLOSED.

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## No. 981. INFORMAL COMPLAINT.

Residents of the neighborhood of Fry's station complained of inadequate station facilities at that point and asked that the Southern Pacific Company furnish a shelter shed. Accommodation asked was secured. CLOSED.

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## No. 982. INFORMAL COMPLAINT.

Complaint of loss of medical books and instruments in transit from Seattle to Gervais, Oregon, was filed, plaintiff stating that he was unable to obtain satisfaction from carriers. The Commission took the matter up with the Oregon-Washington Railroad & Navigation Company. Was advised that the shipment had been located and was held at Portland awaiting disposition. CLOSED.

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## No. 984. INFORMAL COMPLAINT.

Plaintiff complained of inadequate side track facilities at its warehouse on Central Railroad of Oregon in that the defendant company was using sidetrack as a storage track for passenger cars, making it necessary for plaintiff to unload from main track. The Commission ascertained that defendant refused to put cars on switch until a con-



troversy over the payment for new ties placed in the switch was settled. Commission advised defendant of the provisions of the statute relative to the maintenance of side tracks at warehouses. Later was informed by plaintiff that the matter had been satisfactorily adjusted.  
CLOSED.

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No. 985. INFORMAL COMPLAINT.

Complaint of loss of couch and mattress in transit from Winchester, Idaho, to Portland, Oregon, was filed and referred by the Commission to the railroad company, which company requested that claim be filed in regular manner. Action was taken by plaintiff accordingly.  
CLOSED.

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No. 987. INFORMAL COMPLAINT.

United Railways Company asked authority to make reparation to J. Ruegg of Portland, Oregon, on shipments of wood made under instructions that would not permit shipper to load cars to full capacity, charges having been collected on the basis of full capacity. Reparation made in the sum of \$14.90.  
CLOSED.

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No. 988. INFORMAL COMPLAINT.

The Spokane, Portland & Seattle Railway Company asked authority to make reparation to Oregon Wood Distilling Company of overcharge on shipments of wood. Reparation awarded in the sum of \$32.80.  
CLOSED.

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No. 989. INFORMAL COMPLAINT.

The Spokane, Portland & Seattle Railway Company asked authority to make reparation to G. A. Heable of Scappoose, Oregon, on two carloads of hay originating at Portland. Reparation awarded in the sum of \$6.30.  
CLOSED.

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No. 990. INFORMAL COMPLAINT.

Complaint was filed alleging overcharge on shipment of books from Toronto, Canada, to Salem, Oregon. The Commission took the matter up with the delivering carrier who made refund.  
CLOSED.

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No. 992. INFORMAL COMPLAINT.

The aid of the Commission was requested in securing additional service of a morning train to and from Corvallis. The Commission took the matter up with the Southern Pacific Company and secured satisfactory service.  
CLOSED.

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No. 993. INFORMAL COMPLAINT.

Plaintiff complained of inadequate station facilities at Vanora, Crook County. The Commission took the matter up and secured the construction of a station, which was satisfactory to all concerned.  
CLOSED.

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No. 994. INFORMAL COMPLAINT.

Complaint of excess charges on shipment of potatoes from Butteville to Wilsonville, Oregon, was filed. The Commission secured refund of overcharge of \$1.05.

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CLOSED.

## No. 995. INFORMAL COMPLAINT.

Plaintiff complained of dangerous conditions existing on the Southern Pacific Company's lines by reason of insufficient clearance, at Canby, Barlow and Salem. Commission took the matter up with the railroad company and the matters complained of were remedied.

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CLOSED.

## No. 997. INFORMAL COMPLAINT.

Complaint was filed alleging inadequate station facilities at Gates, Oregon, a station on the line of the Portland Railway, Light & Power Company. The Commission secured the erection of a building which plaintiff advised was entirely satisfactory.

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CLOSED.

## No. 998. INFORMAL COMPLAINT.

The Commission requested that owing to the fact that an old established station and postoffice by the name of Gates is located on the Corvallis & Eastern Railway Company's line, the name of the station "Gates" on the Portland Railway, Light & Power Company's line be changed to avoid confusion. Name changed to Bellrose.

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CLOSED.

## No. 999. INFORMAL COMPLAINT.

Oregon Electric Railway Company asked authority to make reparation to the Portland Lumber Company of accrued switching charges for movement of car from the lumber company's mill to the Northern Pacific Terminal Company at Portland. Reparation awarded in the sum of \$1.30.

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CLOSED.

## No. 1000. INFORMAL COMPLAINT.

Oregon Electric Railway Company asked authority to make reparation of \$55.33 to the West Coast Lumber Manufacturers on shipments of lumber by the Portland Lumber Company. Reparation allowed.

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CLOSED.

## No. 1002. INFORMAL COMPLAINT.

The Commission took up the matter of an interchangeable mileage book with all the carriers operating within the State and requested that representatives of the various railroads meet with the Commission at its office in Salem. Conference was held and the issuance of mileage books good on all major lines within the State and to certain points within the States of Washington and Idaho was agreed upon. The matter of honoring this mileage book was taken up with the minor roads and in practically every case the minor roads agreed to either accept the mileage at the rate of 2½ cents per mile or make detachments to equal the local fare.

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CLOSED.

## No. 1006. INFORMAL COMPLAINT.

The Commission called the attention of the Southern Pacific Company to discriminations practiced in that passengers having a mileage book, traveling over the Yamhill division, would have 40 miles detached, while passengers traveling over the West Side Division would have 50 miles detached from mileage book, thus making fare in excess of the cash fare charged for the same service. The company issued instructions at once obviating all discrimination.

CLOSED.

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No. 1008. INFORMAL COMPLAINT.

Complaint alleging overcharge on shipment of household goods from Mobile, Alabama, to Roseburg, Oregon, and stating that plaintiff was unable to get any satisfaction from the carrier was filed. The Commission investigated the claim and found an overcharge of \$72.00. Informal proceedings failing to accomplish anything, a formal complaint before the Interstate Commerce Commission was drafted and forwarded to plaintiff with proper instructions. Since the filing of the formal complaint with the Interstate Commerce Commission the Commission has been informed that the carriers are ready to settle the matter informally and upon the issuance of an order by the Interstate Commerce Commission authorizing refund, same will be made without delay.

PENDING.

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No. 1009. INFORMAL COMPLAINT.

Plaintiff complained of unjust fares and charges assessed while on a recent trip through the East in that the ticket purchased from the railroad company did not include points asked to be included. Defendant company acknowledged error and reimbursed plaintiff for the extra fare paid.

CLOSED.

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No. 1010. INFORMAL COMPLAINT.

The United Railways Company was authorized to make reparation on shipments of cord wood from McCoy Spur to Portland. Reparation awarded in sum of \$13.25.

CLOSED.

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No. 1013. INFORMAL COMPLAINT.

Southern Pacific Company asked to be relieved from attempting to collect demurrage charges in the sum of \$44 due from the Beaverton Clay Manufacturing Company on statement that every effort had been made to collect this amount. As the Beaverton Company was in the hands of a receiver it was stated that a sufficient sum could not be obtained to justify legal action. Relief requested was granted.

CLOSED.

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No. 1015. INFORMAL COMPLAINT.

Complaint was filed alleging loss of gas lighting system in transit from Cincinnati to Broad Acres, Oregon, entailing a loss to plaintiff of \$350. The Commission secured payment of the claim in the sum of \$341.

CLOSED.

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No. 1017. INFORMAL COMPLAINT.

Plaintiff complains of loss of milk cans in transit between Portland and Donald, Oregon. Satisfactory adjustment was secured from express company. CLOSED.

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## No. 1018. INFORMAL COMPLAINT.

Complaint was filed alleging lack of facilities for feeding and watering stock at Silverton, Oregon. The Commission secured a satisfactory adjustment from Southern Pacific Company. CLOSED.

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## No. 1920. INFORMAL COMPLAINT.

Complaint was filed alleging inadequate facilities at the depot at Derry, in that the road leading to the depot was almost impassable. The Commission directed the attention of the Southern Pacific Company to conditions and secured the placing of gravel where needed. CLOSED.

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## No. 1022. INFORMAL COMPLAINT.

Complaint was filed alleging discrimination on the part of the Oregon Electric Railway Company in that the rate per mile for commutation tickets to Tualatin was less than that used in the computation of like fares to Tonquin, a station two miles beyond. The Commission secured an amendment to defendant's tariff, making the rates applying at Tualatin also apply at Nasoma and Tonquin. CLOSED.

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## No. 1024. INFORMAL COMPLAINT.

Northern Pacific Railway Company asked authority to make reparation to Monarch Lumber Company of North Portland, Oregon, on shipment of four cars of ties. Reparation was allowed in the sum of \$38.67. CLOSED.

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## No. 1025. INFORMAL COMPLAINT.

Complaint was filed alleging loss of Panama hat in transit from Williams, Arizona, to Salem, Oregon. The Commission took the matter up with Wells, Fargo & Company Express. Defendant company being unable to locate shipment, settled claim on basis of the declared value of shipment, \$10. CLOSED.

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## No. 1026. INFORMAL COMPLAINT.

The Commission requested the Oregon Electric Railway Company to issue instructions under which bicycles, tricycles, baby carriages and hand baggage checked from stations on the Oregon Electric Railway to Portland would be delivered at the Jefferson Street station upon surrender of claim check to train baggage man. Defendant company issued instructions requested. CLOSED.

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**No. 1027. INFORMAL COMPLAINT.**

Complaint was filed on behalf of the citizens of Multnomah alleging unjust treatment accorded as compared with other stations on the Oregon Electric Railway Company's lines and asking that the 52-ride, 90-day commutation book heretofore afforded the patrons of Multnomah station be continued in force. After holding an informal conference the Commission secured a satisfactory adjustment. **CLOSED.**

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**No. 1028. INFORMAL COMPLAINT.**

Complaint was made of the practice of Spokane, Portland & Seattle Railway in making additions of sufficient cents to make the extensions end in naught or five in computing expense bills. The practice was discontinued as a result of Commission's representations. **CLOSED.**

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**No. 1031. INFORMAL COMPLAINT.**

Complaint alleging overcharge on shipment of emigrant movables from Laramie, Wyoming, to Roseburg, Oregon, was filed. Commission took the matter up with the delivering carrier and secured refund of \$12 overcharge. **CLOSED.**

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**No. 1034. INFORMAL COMPLAINT.**

Complaint was filed alleging inadequacy of private crossing on plaintiff's land and requesting the installation of an open crossing provided with fence and cattle guards. The Commission took the matter up with the Southern Pacific Company and with representatives of the company viewed the proposed crossing. Upon the recommendation of the Commission that the same be furnished as requested by plaintiff, cattle guards were installed and the crossing opened. **CLOSED.**

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**No. 1035. INFORMAL COMPLAINT.**

The Commission called the attention of the Southern Pacific Company to the unlighted condition of the station grounds at Albany, Oregon, and secured the installation of necessary light. **CLOSED.**

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**No. 1036. INFORMAL COMPLAINT.**

Complaint alleging overcharge on shipment of household goods from Breezport, New York, to Beaverton, Oregon, was filed and the Commission secured a refund of \$11.30. **CLOSED.**

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**No. 1037. INFORMAL COMPLAINT.**

Plaintiffs complained of inadequate transportation facilities afforded by the United Railways Company between Portland and Linnton, and petitioned for the running of a late car. The Commission secured compliance with the request of plaintiffs. **CLOSED.**

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No. 1038. INFORMAL COMPLAINT.

Complaint alleging inadequacy of private road crossing near Shelburne and requesting the installation of an open crossing was filed. The Commission took the matter up with the Southern Pacific Company and after viewing the crossing with representatives of the company, recommended that crossing be installed as requested by plaintiff, which recommendation was complied with. CLOSED.

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## No. 1039. INFORMAL COMPLAINT.

The Oregon-Washington Railroad & Navigation Company asked to be relieved from collecting tariff rate on car of ice shipped from North Powder to Lime, Oregon, and to be allowed to apply a rate of 3¼ cents per cwt., which was the rate from North Powder to Huntington, and which through oversight was not made to apply as a maximum at intermediate points. Order entered accordingly. CLOSED.

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## No. 1040. INFORMAL COMPLAINT.

Complaint alleging inadequacy of crossing on the farm of plaintiff near McKee station on the Woodburn branch of the Southern Pacific Company's line, was filed. The Commission took the matter up and with representatives of the company viewed the crossing. Upon the recommendation of the Commission, crossing satisfactory to the plaintiff was installed. CLOSED.

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## No. 1041. INFORMAL COMPLAINT.

Complaint was made of the practice of the Southern Pacific Company in running wooden frame baggage and express cars between steel coaches. The Commission took the matter up with the railroad company and asked that practice be discontinued. Railway company advised that heavy steel baggage and express cars had been ordered and wooden cars will be retired from main line service as soon as possible. CLOSED.

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## No. 1042. INFORMAL COMPLAINT.

The Southern Pacific Company asked authority to make reparation to Balfour, Guthrie & Company of Portland, Oregon, on shipment of land plasters and gypsum from East Portland to Roy. Reparation allowed. CLOSED.

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## No. 1043. INFORMAL COMPLAINT.

The Commission called the attention of the Spokane, Portland & Seattle Railway Company to the absence of platform lights at Goble and the condition of warning signs at road crossings on the Astoria division of defendant's line, and secured rectification thereof. CLOSED.

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## No. 1044. INFORMAL COMPLAINT.

The Oregon & Southeastern Railroad Company asked authority to make reparation to H. M. Anderson of excess charges on shipment of four cars of fir piling shipped from Vaughn to Cottage Grove. Reparation in the sum of \$30.18 was authorized. CLOSED.

## No. 1045. INFORMAL COMPLAINT.

Plaintiff complained of negligence on the part of the Southern Pacific Company in not constructing spur to plaintiff's mill west of Mill City. The Commission secured speedy completion of the spur.  
CLOSED.

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## No. 1047. INFORMAL COMPLAINT.

Complaint of charge on shipment of express from Ruston, Louisiana, to Marshfield, Oregon, was filed. The Commission found an overcharge which was refunded to plaintiff.  
CLOSED.

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## No. 1048. INFORMAL COMPLAINT.

The Commission was requested to secure the issuance by the Oregon Electric Railway Company of 25-ride family commutation tickets to the Oregon State Insane Asylum, said tickets to be used interchangeably by the traveling agents of said institution. The Commission secured the concession asked for.  
CLOSED.

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## No. 1049. INFORMAL COMPLAINT.

The Oregon-Washington Railroad & Navigation company ask authority to make reparation on two car loads of wood. Reparation allowed.  
CLOSED.

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## No. 1050. INFORMAL COMPLAINT.

The Commission investigated the explosion of locomotive boiler 2538 of the Southern Pacific Company on Rice Hill in Douglas County April 4, 1912, and made findings, which were duly transmitted to the railroad company.  
CLOSED.

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## No. 1052. INFORMAL COMPLAINT.

Plaintiff complained as to shipment of logs from Drury Siding to Springfield. The Commission secured satisfactory adjustments.  
CLOSED.

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## No. 1053. INFORMAL COMPLAINT.

Complaint of charge for three full tickets and three half tickets from Heppner, Oregon, to Selma, California, was filed. The Commission found an overcharge of \$40.70. and secured refund of that sum.  
CLOSED.

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## No. 1055. INFORMAL COMPLAINT.

The Commission investigated a collision which occurred on April 13, 1912, on the line of the Spokane, Portland & Seattle Railway Company at Charlton and made findings which were transmitted to the company.  
CLOSED.

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No. 1056. INFORMAL COMPLAINT.

Plaintiff complained of charge on shipment of household goods from Odessa, Missouri, to Salem, Oregon. The Commission found an overcharge due to failure of billing agent to make notation that shipment was released with valuation of \$10 per cwt. Error was acknowledged and Commission was advised refund will be made. CLOSED.

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## No. 1058. INFORMAL COMPLAINT.

Complaint of lack of spur at sawmill in East Woodburn and protesting against the charge of \$200 demanded by the railroad company as plaintiff's proportion of the cost of the installation thereof, was filed. Conference was held at Woodburn between interested parties and a representative of the Commission and satisfactory adjustment was secured. CLOSED.

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## No. 1059. INFORMAL COMPLAINT.

The Commission directed the attention of the Southern Pacific Company to poor ventilation in steel coaches operated on that line and secured rectification. CLOSED.

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## No. 1060. INFORMAL COMPLAINT.

Commission directs the attention of the Oregon-Washington Railroad & Navigation Company to poor ventilation in steel coaches operated on that line and secured rectification. CLOSED.

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## No. 1061. INFORMAL COMPLAINT.

Southern Pacific Company was granted authority to refund to the Eastern & Western Lumber Company of Portland, Oregon, of excessive charges on shipments of fir lumber from Toledo and Yaquina to Portland. CLOSED.

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## No. 1062. INFORMAL COMPLAINT.

Oregon-Washington Railroad & Navigation Company was granted authority to make reparation to Huggins and Van Dillen of Hood River, Oregon, of excessive charges on shipments of cord wood moving from Hood River to Hunts Ferry. CLOSED.

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## No. 1063. INFORMAL COMPLAINT.

The Southern Pacific Company was authorized to make reparation to the Nehalem Timber Company on shipment of three cars of lumber from Timber to Portland, Oregon, in the sum of \$37.64. CLOSED.

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## No. 1064. INFORMAL COMPLAINT.

Complaint of excessive charges on shipment of three boxes of books and one trunk of personal effects was filed. The Commission checked the rates charged and found an overcharge of \$3.33. Refund was secured. CLOSED.



**No. 1065. INFORMAL COMPLAINT.**

Complaint alleging overcharge on shipment of lumber consigned to the Orenco Nursery Company of Orenco, Oregon, was filed and the Commission secured a refund of \$1.33. CLOSED.

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**No. 1067. INFORMAL COMPLAINT.**

Controversy arose between plaintiff and defendant, Portland Railway, Light & Power Co., as to the removal of a spur leading to plaintiff's wood yard. The matter having been called to the attention of the Commission, a conference was held at which all parties interested were represented. The Commission also tendered the services of its engineer in determining the cost of such spur, and requested plaintiff to notify it should further action be desired. CLOSED.

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**No. 1069. INFORMAL COMPLAINT.**

The Commission requested the Mt. Hood Railroad Company to install derailling switches at all sidings requiring same, which was done. CLOSED.

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**No. 1070. INFORMAL COMPLAINT.**

The Oregon Electric Railway Company was granted authority to make reparation to the Portland Lumber Company in sum of \$13.12 covering overcharge on switching. CLOSED.

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**No. 1072. INFORMAL COMPLAINT.**

Complaint was filed alleging that Portland Railway, Light & Power Company failed and refused to furnish a station at a point between Gilbert and Bellrose on Spring Water division. The Commission secured the establishment of a station and stopping of trains thereat. CLOSED.

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**No. 1073. INFORMAL COMPLAINT.**

Complaint was made that the Southern Pacific Company's agent at Klamath Falls failed to make notation of release to the value of \$10 per cwt. and by reason thereof plaintiff was charged excessive rate on shipment of household goods to Medford. Refund made. CLOSED.

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**No. 1075. INFORMAL COMPLAINT.**

The Commission directed the attention of the Southern Pacific Company to unsanitary condition of passenger coaches on train No. 20 leaving Ashland May 4, 1912, and secured prompt relief of conditions. CLOSED.

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**No. 1080. INFORMAL COMPLAINT.**

The Commission took up the matter of the sale of liquor on trains with the Oregon-Washington Railroad & Navigation Company and the Southern Pacific Company and requested that chapter 135, Laws of

1911, be strictly complied with. The companies replied that there was some question as to interpretation of the statute referred to, but they would comply strictly.

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CLOSED.

No. 1083. INFORMAL COMPLAINT.

Complaint was made of the rate charged on potatoes by the Sumpter Valley Railway Company from Prairie City to Sumpter, the same being higher than the rate applying to Baker, Sumpter being an intermediate point. The Commission called the attention of the defendant company to chapter 93 of the Laws of 1911 and advised that the greater charge for the shorter haul was unlawful. Immediate refund was requested to all shippers who had moved potatoes between Prairie City and any intermediate points and charged a higher rate than that applying to Baker. The defendant immediately corrected tariffs and refunded the overcharges.

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CLOSED.

No. 1085. INFORMAL COMPLAINT.

Complaint was made of loss of trunk in transit to Deaf Mute School. Upon taking the matter up with the Oregon Electric Railway Company the trunk was located and delivery affected.

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CLOSED.

No. 1088. INFORMAL COMPLAINT.

Complaint was made of overcharge on shipment of household goods from Elgin, Illinois, to Halsey, Oregon, and the Commission secured a refund of \$35.90.

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CLOSED.

No. 1089. INFORMAL COMPLAINT.

Oregon-Washington Railroad & Navigation Company was granted authority to make reparation of \$6.00 to W. B. Kurtz of The Dalles, Oregon, on carload shipment of hogs from Hunts Ferry to Bertha.

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CLOSED.

No. 1090. INFORMAL COMPLAINT.

For the purpose of ascertaining the objections of the shipping interests of the State of Oregon to the charges proposed by Western Classification No. 51 the Commission held a conference at the office of the transportation committee of the Portland Chamber of Commerce at Portland, Oregon, at which time statements from representatives of various mercantile establishments were taken. Subsequently these statements were presented to Commissioner Clark of the Interstate Commerce Commission at a hearing held at Portland.

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CLOSED.

No. 1091. INFORMAL COMPLAINT.

Complaint was made by the citizens of Necanicum that the Spokane, Portland & Seattle Railway Company having changed the name of their station from Cleveland to Necanicum, they were subjected to great inconvenience on account of mail addressed to them going to Necanicum Postoffice, situated 12½ miles distant. The Commission secured the changing of the name to Surf.

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CLOSED.

**No. 1092. INFORMAL COMPLAINT.**

Complaint was made of excessive charges on shipment of farm produce from Gilke, to Portland. The Commission found an overcharge which was refunded. CLOSED.

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**No. 1093. INFORMAL COMPLAINT.**

Plaintiff complains of inadequate loading facilities at Rufus in that defendant does not furnish express truck and tarpaulin to protect the fruit shipments from wind and sand. The Commission took the matter up with the superintendent of the American Express Company and truck and tarpaulin were furnished. CLOSED.

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**No. 1094. INFORMAL COMPLAINT.**

The Commission advised the Southern Pacific Company that it had investigated the Interstate Rates charged for transportation of forest products between points in Oregon on the Mohawk branch and points as set out in T. C. F. Bureau, east bound special tariffs, Nos. SR1000 1004 and 1005 and Pacific Freight Bureau Joint Freight Tariff No. 48, and Pacific Freight Bureau Joint and Proportional Tariffs Nos. 39-A, 37-A, 31, 29-A, 16-A, 8 and 7-A, and it was the opinion of the Railroad Commission of Oregon that so far as said tariffs imposed a differential of 1½ cents per cwt. upon shipments from said Mohawk branch, they constituted an unjust discrimination against mills located upon said branch and in said locality. The Commission's attempt to remedy the matter informally having proved futile, a formal complaint was filed with the Interstate Commerce Commission and the matter set for hearing before that tribunal on October 3, 1912, at Portland. Prior to said date the Southern Pacific Company voluntarily removed the arbitrary. CLOSED.

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**No. 1097. INFORMAL COMPLAINT.**

Plaintiff complained of rate on coal in carload lots from Rock Springs, Wyoming, to Condon, Oregon, \$5.50 per ton. The Commission secured a reduction of 50 cents per ton between above named points. CLOSED.

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**No. 1100. INFORMAL COMPLAINT.**

Plaintiff complained of unclean and unsanitary condition of defendant's freight cars on Corvallis & Eastern Railway Company lines. Defendant replied that the employees responsible for unclean condition had been reprimanded and a circular had been issued to agents and conductors calling attention to the necessity of furnishing cleanly cars. CLOSED.

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**No. 1101. INFORMAL COMPLAINT.**

Plaintiff complained of rate of 9 cents per cwt. assessed on carload of pig iron shipped from Stockdale to East Portland, July 16, 1910. This car did not pass East Portland until July 17, at which time supplement No. 23, S. P. Company, ORC 434, issued July 9th, was effective, reducing rate to 4 cents per cwt. The Commission secured reparation on basis of reduced rate. CLOSED.

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No. 1104. INFORMAL COMPLAINT.

The Interstate Commerce Commission requested the co-operation of this Commission in the conduct of an investigation into the practice of railroads in the weighing of carload and less than carload shipments. The Oregon Commission issued a circular letter to the shippers of the State asking for statements in regard to the facilities and practices in the weighing of freight. The information thus secured was placed before the Interstate Commerce Commission's representative at Portland, Oregon, on October 23, 1912.

PENDING.

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No. 1106. INFORMAL COMPLAINT.

The Commission directed the attention of the Oregon Electric Railway Company to the unsatisfactory performance of train No. 17, same having been on time only six times in 17 days. The company advised it had discontinued handling the Salem merchandise car on No. 17, which was the cause of many of the delays.

CLOSED.

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No. 1107. INFORMAL COMPLAINT.

Plaintiff asked the Commission to assist in securing cars for shipment of lumber to Oshkosh, Wisconsin. Commission took the matter up and cars were secured.

CLOSED.

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No. 1108. INFORMAL COMPLAINT.

The Oregon-Washington Railroad & Navigation Company was authorized to make reparation on 14 carloads of wood in the sum \$58.46.

CLOSED.

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No. 1109. INFORMAL COMPLAINT.

The Southern Pacific Company was authorized to make reparation on shipment of trees from Lafayette to Orenco on account of mis-routing via Taulatin, which involved unnecessary carting charge of \$5.00.

CLOSED.

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No. 1111. INFORMAL COMPLAINT.

Oregon-Washington Railroad & Navigation Company was authorized to waive collection of storage charges accruing at Albina on various carloads of flour, shipped from Athena and Milton, Oregon, for shipment to the Orient, aggregating \$148.27.

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No. 1112. INFORMAL COMPLAINT.

Oregon-Washington Railroad & Navigation Company was authorized to waive collection of storage charges accruing at Albina on shipments of flour destined to the Orient in the sum of \$19.59.

CLOSED.

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No. 1117. INFORMAL COMPLAINT.

The Commission directed the attention of the Southern Pacific Company to inadequacy of the bulletin board at the Jefferson Street station. The Company advised that larger bulletin board would be installed immediately.

CLOSED.

**No. 1118. INFORMAL COMPLAINT.**

The Commission directed the attention of the Southern Pacific Company to the lack of lights at the station at Clackamas, and advised that station should be opened and platform lighted on arrival of trains.

PENDING.

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**No. 1119. INFORMAL COMPLAINT.**

The Commission directed the attention of the Ooregon-Washington Railroad & Navigation Company to the extremely rough handling of passenger trains on Kamela Hill in the Blue Mountains. Company advised that matter had been taken up with the view of avoiding repetition of practice.

CLOSED.

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**No. 1120. INFORMAL COMPLAINT.**

The Commission directed the attention of the Oregon-Washington Railroad & Navigation Company to the improper bulletining of trains at Umatilla and Arlington on July 3, 1912. Company advised that matter would have immediate attention.

CLOSED.

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**No. 1121. INFORMAL COMPLAINT.**

The Commission directed the attention of the Oregon-Washington Railroad and Navigation Company to the condition of gates at Stock Yards at Union and recommended the installation of the cutting chute to avoid injury to sheep. Matters were remedied as requested.

CLOSED.

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**No. 1122. INFORMAL COMPLAINT.**

Complaint was made of rate on fruit for canning purposes assessed by Wells, Fargo & Company Express, from Albany to Woodburn. Company filed supplement to local tariff providing equal commodity rates between Woodburn and Portland on the basis of those existing with Albany.

CLOSED.

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**No. 1125. INFORMAL COMPLAINT.**

Complaint was made of overcharge on shipment of household goods from Seattle to Salem. Commission found an overcharge of \$4.53 and secured refund.

CLOSED.

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**No. 1126. INFORMAL COMPLAINT.**

Oregon Electric Railway Company was authorized to make reparation of switching charges assessed on 14 car loads of oil in the sum of \$70.00.

CLOSED.

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**No. 1128. INFORMAL COMPLAINT.**

The Commission investigated derailment of train No. 11 on Southern Pacific Company's lines about two miles east of Rogue River on July 8th and made its report thereon.

CLOSED.

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No. 1129. INFORMAL COMPLAINT.

The Commission having inspected the Southern Pacific Company's line, Woodburn to Springfield, via Lebanon and Tallman, the Wendling Branch and the line from Springfield to Oak Ridge, reported the line very rough, out of line and out of surface, road bed and right of way for miles covered with a heavy growth of grass and weeds, narrow gauge track, spikes in rotten and broken ties, road bed soft, evidence of numerous derailments and platform at Clayton too near track. Recommended prompt and efficient measures be taken to put the line in proper shape. Subsequently company filed detailed statement showing numerous improvements.

PENDING.

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No. 1132. INFORMAL COMPLAINT.

Southern Pacific Company was authorized to make reparation on shipment of land plaster in the sum of \$8.00

CLOSED.

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No. 1133. INFORMAL COMPLAINT.

Complaint was made of overcharge on shipment of grain separator from Portland to Sutherlin, Oregon. The Commission found an overcharge of \$13.60 and secured refund in said amount.

CLOSED.

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No. 1134. INFORMAL COMPLAINT.

Complaint was made of overcharge on three boxes of magazines shipped from St. Paul to Salem. Commission found an overcharge of \$12.25 and secured refund in said amount.

CLOSED.

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No. 1135. INFORMAL COMPLAINT.

The Commission secured a refund on shipment of household goods from Terre Bonne to Portland, Oregon, in the sum of \$1.97.

CLOSED.

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No. 1137. INFORMAL COMPLAINT.

Southern Pacific Company was authorized to make reparation in the sum of \$28.44 on shipment of 625 cases of condensed milk moving from Forest Grove to Baker, Oregon.

CLOSED.

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No. 1139. INFORMAL COMPLAINT.

Plaintiff desired to have open road crossing for private use at his farm near Lyons, Oregon. Commission was advised company was willing to put in crossing as soon as county court accepted road as a public highway.

PENDING.

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No. 1140. INFORMAL COMPLAINT.

Complaint was made of overcharge on shipment of household goods moving from New Sharon, Iowa, to Jefferson, Oregon, in September, 1909. Commission secured refund in the sum of \$7.30.

CLOSED.

**No. 1141. INFORMAL COMPLAINT.**

The United Railways Company was authorized to make reparation on six carloads of asphaltum moving from Portland to Watson of 22½ cents per ton. CLOSED.

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**No. 1142. INFORMAL COMPLAINT.**

The assistance of the Commission was asked toward securing a rate on honey from Ontario to Portland to permit competition with California points. The Commission secured a reduction of the rate from 75 to 65 cents per cwt. CLOSED.

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**No. 1146. INFORMAL COMPLAINT.**

The Commission held conference with the general superintendents of the steam carriers of the State relative to the practice of railroads operating passenger trains backwards. The result was a recommendation of the Commission which was agreed to by those present that passenger trains being operated backwards should be supplied with an extension of the air brake pipe reaching to the rear platform of the train and having a valve so connected that it could be operated from that point by a brakman stationed for that purpose. CLOSED.

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**No. 1147. INFORMAL COMPLAINT.**

The Southern Pacific Company was authorized to make reparation to the Journal Carriers' Association in the sum of \$9.60. CLOSED.

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**No. 1149. INFORMAL COMPLAINT.**

Complaint was made of inadequate station facilities afforded by Southern Pacific Company at Reuben, Oregon. The matter was taken up and a shelter shed was constructed at said point. CLOSED.

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**No. 1151. INFORMAL COMPLAINT.**

Complaint was made of overcharge on mechanics' tools moving from St. Louis to Silverton, Oregon. Commission was informed that refund will be made as soon as authority is received from Interstate Commerce Commission, based on combination of rates on Portland not provided for in tariff at time shipment moved. PENDING.

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**No. 1152. INFORMAL COMPLAINT.**

Complaint was made on increase in express rates on milk and cream over Oregon Water Power division of the Portland Railway, Light & Power Co., the American Express Company having taken over the business of said line and raised the rates. The matter was taken up informally and the rates on milk and cream reduced from 25 to 18 cents per can. CLOSED

**No. 1158. INFORMAL COMPLAINT.**

Complaint was made of inadequate shipping facilities afforded by Sumpter Valley Railway Company at Prairie City. Matter was taken up and Commission was informed that train time had been changed to take care of requirements.

CLOSED.

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**No. 1160. INFORMAL COMPLAINT.**

Complaint was made of overcharge on shipment of wall paper from Chicago to Roseburg. Matter was taken up and Commission informed that upon authority from the Interstate Commerce Commission reparation would be made.

CLOSED.

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**No. 1161. INFORMAL COMPLAINT.**

Plaintiff complained of overcharge on shipment of household goods from Lemon, South Dakota, to McKee, Oregon. The Commission secured a refund of \$14.60.

CLOSED.

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**No. 1162. INFORMAL COMPLAINT.**

Complaint was made of loss of box of household goods in transit from Deiseker, Alberta, Canada, to Mt. Angel, Oregon. The box was located and delivered to plaintiff.

CLOSED.

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**No. 1163. INFORMAL COMPLAINT.**

The Commission secured a refund of overcharge of \$8.68 on shipment of household goods from Wheaton, Minnesota, to Donald, Oregon.

CLOSED.

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**No. 1164. INFORMAL COMPLAINT.**

Plaintiffs having failed to secure street openings across the right of way of the Southern Pacific Company at Albany, the assistance of the Commission was requested, and defendant promised that crossings will be opened as soon as necessary papers deeding the crossing can be drawn.

PENDING.

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**No. 1165. INFORMAL COMPLAINT.**

Complaint was made of charges assessed on shipment of automobile machinery from Portland to Whitney. Commission found overcharge of \$4.60 and secured refund.

CLOSED.

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**No. 1171. INFORMAL COMPLAINT.**

Commission secured refund of \$2.61 on shipment of fruit from Medford to Turner, Oregon, from the Wells, Fargo & Company Express.

CLOSED.

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**No. 1174. INFORMAL COMPLAINT.**

Complaint was made of rate on poles assessed by Mt. Hood Railway Company. Matter was taken up with the defendant. Failing to adjust the matter informally, plaintiff was advised to file formal complaint if he wished to pursue the matter.

PENDING.



**No. 1176. INFORMAL COMPLAINT.**

Complaint was made of inadequate service afforded by the Northern Pacific Terminal Company in the matter of checking baggage at the Union Depot in Portland, and alleged incivility and bad service owing to the practice of tipping being permitted. Commission took the matter up with defendant and was informed that on the occasion complained of the incoming trains were late which caused congestion, and thought there would be no further cause for complaint. The Commission again addressed the company, advising that the tipping complained of was an unjust discrimination and an undue preference, that such charges are not covered by any published tariff on file, that if further instances of acceptance of tips are reported, the Commission will proceed against the company for the statutory penalty, and that under the law the employee who takes the tip is equally liable.

**CLOSED.**

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**No. 1177. INFORMAL COMPLAINT.**

The Turner Commercial Club complained of inadequate lighting facilities at Turner, Oregon, and asked the assistance of the Commission toward securing same. The matter was taken up and lights have been installed.

**CLOSED.**

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**No. 1178.. INFORMAL COMPLAINT.**

The Oregon-Washington Railroad & Navigation Company was authorized to make reparation in the sum of \$17.67 on a carload of wood shipped from Hood River to Hunts Ferry.

**CLOSED.**

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**No. 1186. INFORMAL COMPLAINT.**

Complaint was made by the Astoria Box Company that the Spokane, Portland & Seattle Railway Company would not furnish cars for loading for destination outside of Portland, alleging that a large portion of its business was in California and its business would be seriously crippled. The Commission took the matter up with the carrier and secured satisfactory adjustment.

**CLOSED.**

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**No. 1190. INFORMAL COMPLAINT.**

Plaintiff asked the assistance of the Commission toward securing an extension of the delivery limits of defendant, Wells, Fargo & Company Express, to residents south of Cross and 14th streets, Salem, Oregon. Matter was taken up and the extension granted.

**CLOSED.**

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**No. 1194. INFORMAL COMPLAINT.**

Northern Pacific Railway Company was authorized to make reparation in the sum of \$10.50 on shipment of carload of logging engines, Willbridge to Portland.

**CLOSED.**

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**No. 1195. INFORMAL COMPLAINT.**

Complaint was made of overcharge on shipment of household goods from Boise, Idaho, to Helix, Oregon, on account of misrouting. The matter was taken up with the Northern Pacific Railway Company.

**PENDING.**

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No. 1198. INFORMAL COMPLAINT.

The Alaska Fisherman's Packing Company complained of lack of track scales at Astoria, to the great inconvenience of shipping interests at that point. Track scales have been installed on Commission's suggestion.

CLOSED.

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## No. 1199. INFORMAL COMPLAINT.

Complaint was made of service afforded by the Great Southern Railroad Company, alleging that trains had been on time only two or three times in sixty days, by reason of which mail was laid over at Dufur 24 hours. Failing to adjust the matter informally, the Commission advised plaintiff to file formal complaint.

PENDING.

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## No. 1201. INFORMAL COMPLAINT.

Wolf Creek Commercial Club asked the assistance of the Commission toward securing permit for train No. 13 to stop at Wolf Creek on flag, alleging that the present schedule made it impossible for citizens of said place to transact business at Grants Pass and return the same day. Failing to secure the permit by informal proceedings, plaintiff, upon request was forwarded blank form of formal complaint.

PENDING.

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## No. 1205. INFORMAL COMPLAINT.

Complaint was made of overcharge on shipment of milk from Haley, Oregon, on O. W. P. Company's line, by the American Express Company. Commission found overcharge and defendant advised it was willing to make refund.

PENDING.

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## No. 1207. INFORMAL COMPLAINT.

Complaint was made that owing to change of local train No. 39, Portland to Forest Grove, "Limited," school children residing at Varley were required to wait at Portland until 6:05 p. m. arriving home about 7:15 p. m. The matter was taken up by the Commission and No. 39 is now permitted to stop on flag at all stations between Garden Home and Forest Grove.

CLOSED.

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## No. 1209. INFORMAL COMPLAINT.

Complaint was made of lack of heating apparatus on the vestibules of Portland Railway, Light & Power Company's lines, particularly the Interurban lines by reason of which motormen were subjected to the cold of winter weather, and the assistance of the Commission was requested for securing better accommodations for trainmen. Company replied that vestibule would be made as tight as possible to keep out wind, rain and snow.

CLOSED.

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## No. 1214. INFORMAL COMPLAINT.

Complaint was made of excessive charges for switching assessed by the Oregon-Washington Railroad & Navigation Company on carload shipments of coal at Portland, Oregon. Commission asked defendant if concession could be made without a formal hearing being had.

PENDING.

**No. 1217. INFORMAL COMPLAINT.**

Commission secured refund of overcharge on account of misrouting of shipment of household goods from Wilton, North Dakota, to Salem, Oregon. CLOSED.

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**No. 1218. INFORMAL COMPLAINT.**

The Oregon-Washington Railroad & Navigation Company was authorized to make reparation in the sum of \$5.22 on shipment of cord wood, Hood River to Gwendolin. CLOSED.

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**No. 1222. INFORMAL COMPLAINT.**

Yaquina Bay Oyster Company complained of a rate on oysters from Yaquina Bay to Portland. Matter taken up with the Wells, Fargo & Company Express. PENDING.

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**No. 1226. INFORMAL COMPLAINT.**

The Commission secured refund of 65 cents on shipment of one box of apples by express from Lexington to Portland. CLOSED.

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**No. 1227. INFORMAL COMPLAINT.**

The Southern Pacific Company was authorized to waive collection of \$10 switching charges on two car loads of sheep moving from Gervais to Smith Spur, carrier having furnished four small cars in lieu of two large ones as ordered. CLOSED.

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**No. 1228. INFORMAL COMPLAINT.**

Plaintiffs asked the assistance of the Commission to secure train schedule whereby a train would leave the Jefferson street depot at not later than 6:20 p. m. for the benefit of persons residing along the line and employed in Portland. Matter was taken up with the carrier. PENDING.

# APPENDIX I

## PART II—FORMAL COMPLAINTS

In the Matter of CORVALLIS & EASTERN RAILROAD COMPANY. (Investigation on Commission's own motion.)	No. 31	Formal.
In the Matter of the COLUMBIA SOUTHERN RAILROAD COMPANY. (Investigation on Commission's own motion.)	No. 37	Formal.
In the Matter of the UMATILLA CENTRAL RAILROAD COMPANY. (Investigation on Commission's own motion.)	No. 44	Formal.
In the Matter of the OREGON RAILROAD & NAVIGATION COMPANY. (Investigation on Commission's own motion.)	No. 45	Formal.
In the Matter of the COLUMBIA RIVER & OREGON CENTRAL RAILROAD COMPANY. (Investigation on Commission's own motion.)	No. 46.	Formal.

The foregoing valuation investigations are nearly completed; testimony has been taken and the properties have been inspected by the Commission's engineer.

PENDING.

In the Matter of ASTORIA & COLUMBIA RIVER RAILROAD COMPANY.	No. 99	Formal.
In the Matter of the GREAT SOUTHERN RAILROAD COMPANY.	No. 100	Formal.
In the Matter of MALHEUR VALLEY RAILROAD COMPANY.	No. 101	Formal.
In the Matter of PORTLAND RAILWAY, LIGHT & POWER COMPANY. (Investigation on Commission's own motion.)	No. 132	Formal.

(Continued from report of 1911.)

The investigation on Commission's own motion as to the service of the company above named, as to its block signals, passing tracks and switches; also its rules and regulations as to the control and operation of cars. After inspection and investigation the Commission on September 6, 1910, entered an order directing that the Portland Railway, Light & Power Company install automatic electric devices to indicate when spring switches are fully closed, independent of target position on switch stand on all switches leading from its main line except within yard limits. On

October 13th, time to comply with the order was extended thirty days. The company represented that the cost of this improvement, if purchased, will be about \$25,000. The company is attempting to supply a device of its own manufacture and consequently asked greater time to comply with the order. December 2, 1912, company advised that work is being prosecuted as rapidly as circumstances permitted. PENDING.

THE BAKER COMMERCIAL CLUB

v.

OREGON RAILROAD & NAVIGATION COMPANY.

No. 142 Formal.

(Continued from report of 1911.)

Plaintiff filed a complaint alleging that the less than carload class rates charged by defendant for the transportation of freight from Baker City to other points in the State of Oregon are by reason of their being higher than the rates charged by defendant for similar distances from Portland, excessive, unreasonable and unjustly discriminatory. Hearing was duly had at Baker, Oregon. At this time the city of LaGrande intervened by attorney. Further hearing was set for December 15, 1910, but hearing was adjourned to allow plaintiff to file new complaints against defendant. The LaGrande Business Men's Association, H. N. Dryer and the Pendleton Commercial Association later filed petitions in intervention. Hearing had on February 27, 1911, and matter taken under advisement. Later this case was consolidated with F-180 by order of Commission and hearing duly had on November 15, 1911. Order entered and petition for rehearing filed. PENDING.

THE MEDFORD TRAFFIC BUREAU

v.

SOUTHERN PACIFIC COMPANY.

No. 146 Formal.

(Continued from report of 1911.)

Complaint alleged that defendant had provided no commodity rates for transportation from Portland to Medford of specified articles and that consequent unjust discrimination and the rates and minimums applied to said articles from Portland to Medford are excessive, unjust and unreasonable and in violation of law. By agreement this complaint was consolidated for hearing with case of the Medford Traffic Bureau with the Southern Pacific Company, No. F-141, and later consolidated with F-179 and set for hearing on November 15, 1911, at which time hearing was duly had and the matter submitted. Order entered.

CLOSED.

In the Matter of the SOUTHERN PACIFIC COMPANY. }

(Investigation on Commission's own motion.) }

No. 153 Formal.

(Continued from report of 1911.)

On February 16, 1911, Commission notified above named company it had investigated the rates charged for the transportation of freight from Grants Pass under class rates to other points on defendant's line in Oregon; also failure of Southern Pacific Company to provide commodity rates on certain commodities from Portland to Grants Pass. Hearing was had on February 27, 1911, and the matter was taken under advisement. On September 8, 1911, this case was consolidated with No. F-179. Order entered.

CLOSED.

Ex parte CORVALLIS & ALSEA RAILWAY COMPANY. } No. 165 Formal.  
(Suspension of fencing law.) }

(Continued from report of 1911.)

The above named company made application to be relieved for the present from fencing its right of way. Company was advised that it must fence right of way. CLOSED.

Ex parte OREGON-WASHINGTON RAILROAD & NAVI- } No. 166 Formal.  
GATION COMPANY. (Suspension fencing law.) }

(Continued from report of 1911.)

The above named company asked to be relieved temporarily from compliance with provisions of Section 6979, Lord's Oregon Laws, in refencing right of way, until company can prepare statement showing unfenced line. Commission granted temporary order suspending provisions of Act. September 12, 1911, Oregon-Washington Railroad & Navigation Company filed petition for permanent suspension, together with statement of unfenced right of way and blue prints. Dismissed without prejudice. CLOSED.

Ex parte CORVALLIS & EASTERN RAILROAD COMP- } No. 167 Formal.  
ANY. (Suspension of fencing laws.) }

(Continued from report of 1911.)

The above named company asked temporary suspension of provisions of law regarding fencing, advising that it would later present petition asking for permanent suspension with regard to portions of its right of way. The Commission asked that information as to portions of right of way for which permanent exemption from fencing was allowed be furnished at earliest possible date; also a list of landowners along right of way. September 2, 1911, the company furnished list of property owners and blue print map of line. Matter dismissed without prejudice. CLOSED.

In the Matter of SOUTHERN PACIFIC COMPANY. } No. 168 Formal.  
(Investigation on Commission's own motion.) }

(Continued from report of 1911.)

The Commission advised the Southern Pacific Company that it had investigated the passenger fares charged by said company on its lines in Oregon and ordered a hearing on June 27, 1911. June 24, 1911, the hearing was postponed in order that the company might have time to prepare new schedule, which was being prepared at the San Francisco office. September 30, 1911, the company asked permission to accept main line mileage as shown by time card. The company having filed local passenger tariff No. 53, which is a recalculation of mileage and fares on the entire system, this matter was dismissed without prejudice. CLOSED.

In the Matter of SUMPTER VALLEY RAILWAY COM- } No. 169 Formal.  
PANY. }

(Continued from report of 1911.)

The Commission in 1911 investigated the service afforded by said company in providing sufficient train crews to protect its trains and

in dispatching trains, and order entered directing said company to provide sufficient train crews and afford proper protection for trains. On October 23, 1911, company advised that the standard code and train rules of the American Railway Association had been adopted, to be in force November 1, 1911. CLOSED.

In the Matter of the Transportation of Live Stock  
at Minimum Rate of Speed. (Chapter 136,  
Laws of 1911.) } No. 172. Formal.

(Continued from report of 1911.)

The Commission ordered a hearing on June 29, 1911, at Portland, Oregon, under the provisions of Chapter 136, Laws of 1911, with reference to transportation of stock by railroads at a minimum rate of speed. Hearing was duly held and an order entered naming certain days of the week on which certain railroads shall transport live stock at a minimum rate of speed. On November 4, the Commission requested all railroads acting as common carriers in this State to designate at least one day in each week when they would undertake to transport live stock in less than ten carloads at the minimum rate of speed and under the conditions specified by the law. The railroads of the State have complied with this request and an order approving days was entered. CLOSED.

Ex parte SPOKANE, PORTLAND & SEATTLE RAILROAD }  
COMPANY. (Suspension of fencing law.) } No. 173. Formal.

(Continued from report of 1911.)

Above named company asked to be relieved from complying with provisions of law relating to fencing rights of way, in so far as concerns certain portions of applicant's line indicated on map filed with the Commission. Dismissed without prejudice. CLOSED.

Ex parte SHERIDAN & WILLAMINA RAILROAD Co. }  
(Suspension of fencing laws.) } No. 174 Formal.

(Continued from report of 1911.)

Above named company asked to be relieved from compliance with the provisions of law requiring the fencing of rights of way. Company submitted blue prints and gave reasons for leaving portions of its right of way unfenced. Petition denied. CLOSED.

E. M. SHARP  
v.  
SOUTHERN PACIFIC COMPANY. } No. 177 Formal.

(Continued from report of 1911.)

Plaintiff complained that defendant failed and refused to provide and maintain a station at Latham, Oregon. Hearing was had; order entered and standard shelter shed erected in conformity therewith. CLOSED.

Ex parte OREGON TRUNK RAILWAY. No. 178 Formal.

(Continued from report of 1911.)

Above named company asked the Commission to make a special order determining and prescribing a description of fence other than that desig-

nated as a lawful fence by the terms of Section 6906 of Lord's Oregon Laws and asked Commission to inspect the fence and natural barriers. Hearing was held in the above matter at Portland, Oregon, and the case was dismissed without prejudice. CLOSED.

In the Matter of SOUTHERN PACIFIC COMPANY and the OREGON & CALIFORNIA RAILWAY COM- PANY. (Investigation on Commission's own motion.)	}	No. 179 Formal.
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On August 21, 1911, the Commission issued a statement to above named companies setting forth that it had on its own motion investigated the distance class and commodity rates charged by the Southern Pacific Company for the intrastate transportation of freight and had become satisfied that a hearing should be held to determine whether such rates were reasonable. On September 8, 1911, this matter was consolidated with F-141 and F-146 and hearing duly held on November 15, 1911, when it was submitted. Order was entered as follows:

The Commission, having heard and considered the answer of the said Southern Pacific Company and The Oregon and California Railroad Company, and the testimony, proof and reports aforesaid, being now fully advised in the premises, finds as follows:

1. That the said Southern Pacific Company is a corporation organized under and existing by virtue of the laws of the State of Kentucky, for the purpose, among other, of carrying on the business of a common carrier of property and persons by railroad within the State of Oregon, over the lines of railroad set out in paragraph 3 hereof.

2. That the said The Oregon and California Railroad Company is a corporation organized under and existing by virtue of the laws of the State of Oregon, for the purpose, among other, of owning, operating and leasing lines of railroad within the said State of Oregon as a common carrier of property and persons.

3. That the said The Oregon and California Railroad Company is the owner of certain lines of railroad within the State of Oregon, to-wit: extending from Portland, Oregon, southerly to the California State line; and from Portland, Oregon, southerly to Corvallis, Oregon; and from Portland, Oregon, southerly to St. Joseph, Oregon; and from Sheridan Junction, Oregon, westerly to Sheridan, Oregon; and from Whiteson, Oregon, southerly to Airlie, Oregon; and from Woodburn, Oregon, southerly to Mohawk Junction, Oregon; from Mohawk Junction, Oregon, easterly to Wendling, Oregon; from Mohawk Junction, Oregon, southerly to Natron, Oregon; from Springfield Junction, Oregon, easterly to Springfield, Oregon; and from Albany Junction, Oregon, southeasterly to Lebanon, Oregon.

4. That by virtue of a certain lease, together with amendments thereof and supplements thereto, between said The Oregon and California Railroad Company as lessor and said Southern Pacific Company as lessee, said The Oregon and California Railroad Company has delivered the possession of the above described lines of railroad owned by it to the said Southern Pacific Company; that the said Southern Pacific Company is now engaged in the operation of the lines of railroad aforesaid and is a common carrier of property and persons thereon between the foregoing named points within the State of Oregon.

5. That the said Southern Pacific Company has filed with the Railroad Commission of Oregon its "Local, Joint and Proportional Freight Tariff No. 233-B, O. R. C. No. 435," together with its supplements



numbered 34 and 35, which tariff and its supplements name, among other, in section 2 thereof certain distance class and commodity rates which are applicable as stated by the said tariff, when not otherwise provided, between all of the stations upon the lines of railroad aforesaid, except Portland (Park street), Portland (Jefferson street) and East Portland, Oregon. The said tariff and its supplements aforesaid in terms provide that rates named therein must not be used to make through rates upon interstate traffic. The said distance rates are named for the transportation of property taking class rates, for varying mileages, in ten classes, namely: Classes numbered 1, 2, 3, 4 and 5, and classes lettered A, B, C, D, and E; the classification of articles taking said classes is governed, except as otherwise provided by the said Tariff No. 233-B, by the Western Classification No. 46, O. R. C. No. 364, supplements thereto and reissues thereof, filed by said Southern Pacific Company with the above named Railroad Commission of Oregon. Since the hearing in the above entitled matter there has been filed by said Southern Pacific Company with the Railroad Commission of Oregon, Western Classification No. 51, effective February 15, 1912, which said Western Classification No. 51 is a reissue of the Western Classification No. 46.

6. In the said Tariff No. 233-B are also named distance rates for the transportation of certain commodities for varying mileages, namely: grain, flour and mill feed, potatoes and onions, hay and straw, salt, lumber, brick, cinders, clay, concrete, or cement blocks for building or paving purposes, and gravel and sand, stone (common) and granite, horses and mules, sheep and goats, all of the said distance commodity rates being for straight or mixed carloads as the case may be of the various articles specified.

7. That the distance class rates named by the said Tariff No. 233-B, are the rates which are imposed, charged and collected by said Southern Pacific Company for the Oregon intrastate transportation of freight taking distance class rates, according to the terms of the said tariff and its supplements, and the tariff and its supplements as filed by said Southern Pacific Company with the Railroad Commission of Oregon, are hereby expressly referred to for greater particularity as to the rates charged upon any class for particular distance.

8. That each and every of the said distance class rates named in section 2 of said freight tariff No 233-B and its supplements, which exceed the rates for corresponding distances and classes hereinafter found and determined, in paragraph 10 hereof, to be just and reasonable, is and are unjust, unreasonable and excessive.

9. That the distance class rates contained in said section 2 of said freight tariff No. 233-B, and its supplements, are not so arranged that the said rates bear any uniform or approximately equal or just relationship to each other, and that in consequence thereof in the application of the said rates, the same are unjustly discriminatory against classes of articles taking class rates and produce unjust discriminations against the localities from and to which shipments thereunder move.

10. That just and reasonable and non-discriminatory rates and charges for the said Southern Pacific Company to charge, collect and impose in the future for the Oregon intrastate transportation of articles taking class rates under the terms of said tariff are the following:

The first class rate for a distance of five miles and under shall not exceed 10c per hundred pounds.

For 10 miles and over	5 miles, 13c	per hundred lbs.
For 15 miles and over	10 miles, 16c	per hundred lbs.
For 20 miles and over	15 miles, 19c	per hundred lbs.
For 25 miles and over	20 miles, 22c	per hundred lbs.
For 30 miles and over	25 miles, 24c	per hundred lbs.
For 35 miles and over	30 miles, 26c	per hundred lbs.
For 40 miles and over	35 miles, 28c	per hundred lbs.
For 45 miles and over	40 miles, 30c	per hundred lbs.
For 50 miles and over	45 miles, 32c	per hundred lbs.
For 55 miles and over	50 miles, 33c	per hundred lbs.
For 60 miles and over	55 miles, 35c	per hundred lbs.
For 65 miles and over	60 miles, 37c	per hundred lbs.
For 70 miles and over	65 miles, 39c	per hundred lbs.
For 75 miles and over	70 miles, 40c	per hundred lbs.
For 80 miles and over	75 miles, 42c	per hundred lbs.
For 85 miles and over	80 miles, 44c	per hundred lbs.
For 90 miles and over	85 miles, 46c	per hundred lbs.
For 95 miles and over	90 miles, 48c	per hundred lbs.
For 100 miles and over	95 miles, 50c	per hundred lbs.
For 105 miles and over	100 miles, 51½c	per hundred lbs.
For 110 miles and over	105 miles, 53c	per hundred lbs.
For 115 miles and over	110 miles, 54½c	per hundred lbs.
For 120 miles and over	115 miles, 56c	per hundred lbs.

That for each succeeding five miles over 120 miles, the rate shall not increase to exceed one cent per 100 pounds for each five mile haul up to and including 290 miles, and that the rate between 290 miles and 300 miles shall increase one cent for each ten miles; that the rate shall increase between 300 miles and 390 miles not to exceed one cent per 100 pounds for each five mile increase in distance; that between 390 miles and 400 miles the rate shall not increase to exceed one cent per 100 pounds for each ten miles; that the rate between 400 miles and 490 miles shall increase not to exceed one cent per 100 pounds for each additional five mile haul; that from 490 miles to 500 miles the rate shall not increase to exceed one cent per 100 pounds for each additional ten mile haul.

The rates for classes other than first shall not exceed the following percentages of the first-class rate for the same distance:

- Second class rates shall not exceed 85% of first class rate.
- Third class rates shall not exceed 70% of first class rate.
- Fourth class rates shall not exceed 60% of first class rate.
- Fifth class rates shall not exceed 50% of first class rate.
- Class A rates shall not exceed 50% of first class rate.
- Class B rates shall not exceed 40% of first class rate.
- Class C rates shall not exceed 30% of first class rate.
- Class D rates shall not exceed 25% of first class rate.
- Class E rates shall not exceed 20% of first class rate.

Provided, however, that said Southern Pacific Company may at its option, disregard fractions of cents in arriving at the rates on classes other than first when the application of the percentage scale aforesaid produces fractions of cents, adding a sufficient sum to make such rate a multiple of a cent when such fraction is one-half cent or more and disregarding such fraction when less than one-half cent.

11. The investigation has been confined to the distance class rates embraced in section 2 of said tariff and has not covered the rates on specific commodities named upon pages 16, 17 and 18 in said section 2.

*It is therefore ordered, considered and determined* that said Southern Pacific Company shall cease and desist from charging, imposing and collecting for the intrastate transportation of freight taking class rates under the provisions of the western classification number 50, its supplements and re-issues, the several distance class rates set out in section 2 of said tariff number 233-B, which exceed the rates for corresponding distances and class found to be just, reasonable and non-discriminatory in paragraph 10 of the findings above; and in lieu thereof shall in the future charge, collect and impose the several rates found by paragraph 10 of the finds aforesaid to be just, reasonable and non-discriminatory. It is further ordered that the investigation as to the special commodities named in paragraph 6 of the findings above be and the same is discontinued.

Nothing in this order contained shall be construed to apply to interstate commerce being carried on over any of the lines of railroad aforesaid.

CLOSED.

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In the Matter of OREGON-WASHINGTON }  
RAILROAD & NAVIGATION COMPANY } No. 180. Formal.

(Continued from report of 1911.)

August 21, 1911, the Commission issued a statement advising above named company it had investigated the distance class and commodity rates charged for intrastate transportation of freight in carloads or less than carloads and had become satisfied that a hearing should be had to determine whether such rates are reasonable. September 8, 1911, this matter was consolidated with F-142 and F-144 and hearing duly had on November 15, 1911, and the matter submitted. Order entered. Petition for re-hearing filed.

PENDING.

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In the Matter of OREGON SHORT LINE RAILROAD }  
COMPANY AND OREGON-WASHINGTON RAIL- }  
ROAD & NAVIGATION COMPANY. } No. 181. Formal.

(Continued from report of 1911.)

The Commission investigated the rates charged by said company for the intrastate transportation of freight between points on the main line and branch line of Oregon-Washington & Navigation Company from Portland to Huntington, inclusive, and points on the branch line of railroad owned by said O.-W. R. & N. Company and operated by said O. S. L. R. R. Company from Blakes to Homestead, Oregon, and had become satisfied a hearing should be held to determine whether such rates were reasonable. Hearing was had on November 15, 1911, and the matter submitted.

PENDING.

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In the Matter of CORVALLIS & EASTERN }  
RAILROAD COMPANY. } No. 183. Formal.

(Continued from report of 1911.)

On September 8, 1911, Commission notified above named company it had on its own motion investigated said company's distance class and

commodity rates, and that it would hold a hearing in the matter on October 31, 1911, at Salem, Oregon. The matter was later postponed until November 15, 1911, at which time hearing was duly had and the matter submitted. Order entered. CLOSED.

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In the Matter of CORVALLIS & EASTERN }  
RAILROAD COMPANY. } No. 184. Formal.

(Continued from report of 1911.)

Commission notified the above named company that it had, on its own motion, investigated its passenger fares and a hearing was held on November 15, 1911, and the matter submitted. Order entered. CLOSED.

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Ex parte OREGON & SOUTHERN RAIL- }  
ROAD COMPANY. (Suspension } No. 187. Formal.  
fencing law.) }

(Continued from report of 1911.)

On October 6, 1911, the above named company applied to be relieved from requirements of fencing law as regarded certain portions of its right of way specified in application. Dismissed without prejudice. CLOSED.

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W. F. DRAPER, }  
v. } No. 190. Formal.  
SUMPTER VALLEY RAILWAY COMPANY }

(Continued from report of 1911.)

On October 18th, 1911, plaintiff alleged defendant failed and refused to provide and maintain at Whitney a station to the great inconvenience of plaintiff. The matter was set for hearing on November, 21, 1911. Plaintiff having failed to appear on said date the matter was again set for hearing on December 15th, at Baker, Oregon. Hearing was duly held and order entered. CLOSED.

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Ex parte DESCHUTES RAILROAD COMPANY }  
AND OREGON-WASHINGTON RAIL- } No. 192. Formal.  
ROAD & NAVIGATION COMPANY. }

On October 24, 1911, the above named companies asked suspension of operation of fencing law as regards certain portions of their rights of way. Dismissed without prejudice. CLOSED.

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In the Matter of the DESCHUTES RAILWAY COM- }  
PANY. (Investigation on Commission's own } No. 195. Formal.  
motion. Valuation of railroad property.) }

The Commission notified the above named company that an investigation would be commenced to ascertain the original cost of construction and cost of reproduction of said company's railroad. October 26, 1911, the company filed profiles of road. PENDING.

In the Matter of CENTRAL RAILROAD OF OREGON. (Investigation on Commission's own motion.) } No. 196. Formal.

The Commission having investigated the above named company's road and equipment it was satisfied sufficient grounds existed to warrant a hearing to determine in what respect said road's service may be in whole or in part inadequate, unsafe or unreasonable and hearing was held at Union, Oregon, on the 13th day of December, 1911. Order entered and complied with. CLOSED.

In the Matter of OREGON & CALIFORNIA RAILROAD COMPANY. (On Commission's own motion. Valuation of railroad property.) } No. 197. Formal.

The Commission notified the above named company that on December 18, 1911, at Salem, Oregon, an investigation would be held to ascertain the original cost of construction and cost of reproduction of the above named company's railroad and such other information as said notice indicated. Investigation was postponed on account of inability of chief engineer for company to furnish necessary data at said time. Matter was subsequently set for hearing on February 8, 1912, at Portland, and again postponed and subsequently set for hearing on January 6, 1913.

PENDING.

In the Matter of PORTLAND RAILWAY, LIGHT & POWER COMPANY. (Investigation on Commission's own motion.) } No. 198. Formal.

The Commission decided to investigate package rates assessed by above named company between Portland and Estacada, as shown by their tariff, No. 1, ORC No. 1. Hearing was held and company filed tariff as per agreement reached at said hearing, reducing rates.

CLOSED.

C. E. FUQUA, *et al.*,  
v.  
SHERIDAN & WILLAMINA RAILROAD COMPANY. } No. 199. Formal.

The citizens of Willamina filed a complaint with the Commission alleging inadequate train and depot facilities at said place. Hearing was held; order entered requiring defendant to furnish adequate and suitable depot. Said order is being complied with. PENDING.

F. E. LAFLER,  
v.  
OREGON TRUNK RAILWAY COMPANY } No. 200. Formal.

Plaintiff complained of inadequate, unreasonable and unjustly discriminatory service afforded by defendant at Metolius, Oregon, in that defendant failed to deliver freight billed for said station. Defendant asked that matter be allowed to stand for the present, believing that the

matter could be settled without formal hearing. Plaintiff said he was willing to let matter stand as defendant had promised better service. Dismissed without prejudice. CLOSED.

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J. M. WALL	}	No. 201. Formal.
v.		
OREGON ELECTRIC RAILWAY COMPANY		

Plaintiff complained of high rate of passenger fare between Hillsboro and Portland, Oregon, alleging that price charged for commutation ticket makes fare of two cents per mile as against 1.41 cents per mile charged by defendant between Orenco and Portland for commutation tickets. Upon request of plaintiff matter was dismissed without prejudice.

CLOSED.

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In the Matter of the OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY. (Investigation on Commission's own motion.)	}	No. 202. Formal.

The Commission gave notice to the above named company that it had on its own motion investigated the service afforded by said company in relation to station facilities at Corbett. Hearing was had; order entered and complied with, by the erection of suitable depot, and installation of agent.

CLOSED.

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BAKER COMMERCIAL CLUB	}	No. 203. Formal.
v.		
SUMPTER VALLEY RAILWAY COMPANY		

Plaintiff complained that defendant had discontinued receiving logs for shipment when destination required crossing either of the summits of Huckleberry Mountain, Tipton or Dixie. Hearing was held; order entered fixing rate on logs over said mountains. Injunction proceedings were brought in the Circuit Court for Marion County.

PENDING.

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KARL STOKER, <i>et al.</i> ,	}	No. 204. Formal.
v.		
SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY,		
NORTHERN PACIFIC RAILWAY COMPANY and NORTHERN PACIFIC TERMINAL COMPANY		

Plaintiffs complained that defendants failed to provide and maintain flagmen or gates, or any device to warn or protect people from danger in passing over defendant's line at grade at the intersection of Savier and Front Streets, at Portland, Oregon. Matter was set for hearing and upon request of plaintiff was dismissed.

CLOSED.

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FRANK LITTLE	}	No. 205. Formal.
v.		
AMERICAN EXPRESS COMPANY		

Plaintiff complained that defendant failed to provide and maintain at Mikkalo an express office, to the great inconvenience of plaintiff and

others. Hearing was held, at which defendant agreed to establish express office at Mikkalo on August 1, 1912. The agreement having been complied with, the matter was dismissed without prejudice. **CLOSED.**

C. M. CHRISTENSEN

v.

HILLSBORO LUMBER COMPANY

} No. 206. Formal.

Plaintiff complained that defendant had failed and neglected to file schedules of rates and charges for the transportation of logs and piling as required by law. Hearing was held. Order entered holding that the Commission had no jurisdiction in the matter and dismissing the same. **CLOSED.**

Ex parte OREGON-WASHINGTON RAILROAD &  
NAVIGATION COMPANY. (Suspension of  
fencing law.)

} No. 207. Formal.

Above named company made application to be relieved from fencing its right of way along certain portions located along the Columbia River where the soil is composed entirely of sand, alleging that any fence erected at these points would not withstand the action of the constantly shifting sand. Also that fences erected at above mentioned points would greatly obstruct the work of petitioner in controlling the drifting sands. Hearing held and order entered relieving said company from fencing at the specific points mentioned. **CLOSED.**

A. B. COX, *et al.*,

v.

OREGON SHORT LINE RAILROAD COMPANY

} No. 208. Formal.

Above named plaintiffs filed a complaint alleging inadequate train service on the Malheur Valley Railroad; said train service having been reduced to three trains per week. Hearing was held and order entered requiring the running of a daily train, except Sundays, which order was complied with. **CLOSED.**

BIG PINES LUMBER COMPANY

v.

ROGUE RIVER VALLEY RAILWAY COMPANY

} No. 209. Formal.

A controversy having arisen between the above named companies as to the collection of certain switching charges, the interested parties submitted the matter to the Commission as arbitrator, and award was duly entered. **CLOSED.**

In the Matter of the SUMPTER VALLEY RAIL-  
WAY COMPANY. (Investigation on Com-  
mission's own motion.)

} No. 210. Formal.

The Commission notified the above named company it had investigated all the intrastate rates, charges, classifications and regulations imposed and charged for the transportation of freight over its line of railroad

and had determined that sufficient grounds existed to warrant a hearing being held. Hearing was had and order entered. Petition to modify order of Commission subsequently filed by the carrier. PENDING.

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C. B. SMITH

v.  
OREGON-WASHINGTON RAILROAD & NAVIGATION  
COMPANY and OREGON SHORT LINE RAIL-  
ROAD COMPANY. } No. 211. Formal.

Plaintiff alleged inadequate mail and passenger service afforded by the defendant at Ontario, Oregon. Hearing was had; order entered regulating said train service, which has been complied with. CLOSED.

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In the Matter of the OREGON-WASHINGTON RAIL-  
ROAD & NAVIGATION COMPANY. (Investi-  
gation on Commission's own motion.) } No. 212. Formal.

The Commission ordered that hearing be held at Kamela, Oregon, to determine whether adequate and reasonable loading facilities are furnished shippers at said place. The company having offered to improve facilities for the loading of cordwood in accordance with wishes of shippers the matter was dismissed. CLOSED.

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C. A. BARRETT, *et al.*

v.  
NORTHERN PACIFIC RAILWAY COMPANY } No. 213. Formal.

Plaintiffs filed formal complaint praying that defendant be compelled to comply with the statute by maintaining fence along its right of way in Umatilla County, Oregon. Hearing was held. Order entered and was complied with. CLOSED.

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HARRY YANCKWICH

v.  
OREGON ELECTRIC RAILWAY COMPANY } No. 214. Formal.

Plaintiff complained of inadequate station facilities at Capitol Hill. Copy of complaint was served on defendant. Plaintiff then asked that matter be held in abeyance pending the construction of a new station promised by defendant. Said station is now in course of construction. PENDING.

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M. C. YOUNG

v.  
OREGON ELECTRIC RAILWAY COMPANY } No. 215. Formal.

Plaintiff alleged inadequate spur and side-track facilities at Wilsonville, Oregon. Hearing was held. PENDING.



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NATIONAL WOOL GROWERS' ASSOCIATION and OREGON WOOL GROWERS' ASSO- CIATION v. CENTRAL RAILROAD OF OREGON, <i>et al.</i>	}	No. 216. Formal.
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Plaintiffs complained of unjust, unreasonable and discriminatory rates and charges maintained and exacted by defendants for the transportation of wool and mohair.

PENDING.

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W. H. JEFFRIES and H. A. CLEMENS v. OREGON SHORT LINE RAILROAD COMPANY	}	No. 217. Formal.
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Plaintiffs alleged inadequate train service afforded on Homestead Branch, in that defendant failed to furnish daily service. Hearing was held at which defendant agreed to operate trains on schedule to be suggested by citizens interested. Dismissed without prejudice. CLOSED.

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In the Matter of SOUTHERN PACIFIC COMPANY. (Investigation on Commission's own motion.)	}	No. 218. Formal.
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The Commission notified the above named company it had investigated the adequacy, suitability and safety of the equipment and the service provided by said company in and by its engine, No. 1357, and found that sufficient grounds existed to warrant a hearing. Hearing was duly had, at which the company agreed to take engine out of service on main line.

CLOSED.

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In the Matter of the AMERICAN EXPRESS COMPANY. (Investigation on Commis- sion's own motion.)	}	No. 219. Formal.
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In the Matter of WELLS FARGO & COMPANY EXPRESS. (Investigation on Commis- sion's own motion.)	}	No. 220. Formal.
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In the Matter of the NORTHERN EXPRESS COMPANY. (Investigation on Commis- sion's own motion.)	}	No. 221. Formal.
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In the Matter of the GREAT NORTHERN EXPRESS COMPANY. (Investigation on Commission's own motion.)	}	No. 222. Formal.
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The Commission notified above named companies that it had investigated the charges collected by them for the transportation of property within the State, and set the matter for hearing. Hearing was duly held and adjourned, subject to meet on 10 day's notice.

PENDING.

## APPENDIX II

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Summary of Annual Reports made to the Commission  
by Railroads and others Subject to the Act, arranged  
in the following order :

- Commercial Roads—Steam
- Commercial Roads—Electric
- Commercial Switching Roads and Terminal Companies
- Industrial Roads—Steam
- Express Lines
- Sleeping Car Companies



## APPENDIX II

### COMMERCIAL ROADS---STEAM

#### BEAVERTON & WILLSBURG R. R. CO.

Organized November 6, 1906, under the laws of Oregon.

This company's road is operated by Southern Pacific Company.

*Directors*—R. Blaisdell, W. D. Fenton, J. P. O'Brien, C. G. Sutherland, James G. Wilson, all of Portland, Oregon.

*Officers*—President, J. P. O'Brien; Vice-President, C. G. Sutherland; Secretary, L. F. Steele; Treasurer, R. Lea Barnes; Auditor, A. D. McDonald; Chief Engineer, G. W. Boschke.

This company is controlled by the Southern Pacific Company through ownership of outstanding capital stock.

*Road Owned*—Leased to Southern Pacific Company from Beaverton, Oregon, to Willsburg Junction, Oregon, 10.35 miles.

This company's property was leased to Oregon & California R. R. Co. for the period March 30, 1910, to June 30, 1915, at a rental of \$50,000 per annum; said lease was assigned to Southern Pacific Co., November 17, 1911.

#### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 10,000; par value authorized, \$1,000,000; total par value outstanding not held by respondent, \$750,000.

*Funded Debt*—First mortgage 6% bond maturing July 1, 1940, par value authorized \$1,000,000; par value authorized outstanding not held by respondent, \$750,000; interest accrued during the year, \$45,000; paid during the year, \$45,000.

Total capitalization, \$1,500,000; per mile of line (10:35 miles), \$144,928.

*NOTE*.—750 shares of the capital stock issued for cash and par value realized thereon, \$675,000 par value capital stock, and \$750,000 par value 6% bonds, paid to Southern Pacific Co. in settlement of indebtedness existing June 30, 1910; prices on each were not fixed.

*Cost of Road and Equipment*—Expenditures for new lines or extensions during the year: Road, \$499.79; general expenditures, \$103.25; total, \$603.04.

Expenditures for additions and betterments during the year: Road, \$4,154.41.

Total cost to June 30, 1912, \$1,116,148.06; per mile of line, \$107,840.39.

*Income Account*—Gross income from lease of road, \$50,000; deductions, interest accrued on funded debt, \$45,000; other deductions, \$5.28; total, \$45,005.28; net corporate income, \$4,994.72.

*Profit and Loss*—Credit balance June 30, 1911, \$4,777.78; balance for year brought from income account, \$4,994.72; balance credit, June 30, 1912, \$9,772.50.

#### GENERAL BALANCE SHEET.

*Assets*—Road and equipment, \$1,116,148.06; unextinguished discount on securities, \$499,464.04; grand total, \$1,615,612.10.

*Liabilities*—Capital stock, common, \$750,000; mortgage bonds, \$750,000; working liabilities, \$105,839.60; profit and loss balance, \$9,772.50; grand total, \$1,615,612.10.

#### CALIFORNIA & NORTHEASTERN RY. CO.

Organized July 6, 1905, under the laws of California.

The property of this company was sold to Oregon & Eastern Ry. Company as of December 18, 1911.

*Directors*—E. E. Calvin, Wm. F. Herrin, E. O. McCormick, C. A. Redington, W. R. Scott.

*Officers*—President, E. E. Calvin; Vice-President, Wm. F. Herrin; Secretary, G. L. King; Auditor, A. D. McDonald; Chief Engineer, Wm. Hood.

This company was controlled by Southern Pacific Company through ownership of outstanding capital stock.

Road leased or otherwise assigned for operation: From Weed, California, to Klamath Falls, Oregon, 86.10 miles; mileage in Oregon, 18.65 miles. Road was leased for an indefinite period to Central Pacific Ry. Company on September 1, 1906, for 6% per annum on cost of constructed road.

#### CAPITALIZATION.

Common stock authorized, 54,000 shares; total par value, \$5,400,000; none of which is outstanding.

*Funded Debt*—None.

*Cost of Road and Equipment*—Expended for new lines or extensions during the year: Road, \$6,213.02; general expenditures, \$50,841.12; total, \$57,054.14.

Expended for additions and betterments during the year: Road, \$1,263.49.

Total expenditures to December 18, 1911, \$5,220,243.64; cost per mile of line \$60,630.01.

*Income Account*—Gross income from lease of road, \$143,289.86; deductions, other interest, \$143,289.86; net corporate income (none).

*Profit and Loss*—Debit balance June 30, 1911, \$1,049.31; credit transferred to liquidation account \$1,049.31.

## CARLTON & COAST RAILROAD COMPANY.

Organized February 24, 1910, under the laws of Oregon.

*Directors*—C. E. Ladd, W. D. Dennis, E. C. Davis, all of Carlton, Oregon; G. K. Wentworth, Chicago, Ill.; Edw. Cookingham, Portland, Oregon.

*Officers*—President, C. E. Ladd; Vice-President-General Manager, W. B. Dennis; Auditor, G. H. Weber; Asst. Gen. Mgr., E. C. Davis; Chief Engineer, M. L. Johnson; Gen. Supt., V. C. London; Gen. Freight and Passenger Agent, T. R. Cooper.

*Road Operated*—Carlton, Oregon, to Tillamook Gate, Oregon, 14.16 miles.

*Capitalization*—Capital stock: Common, number of shares authorized, 5,000; total par value outstanding not held by respondent, \$500,000.

*Funded Debt*—First mortgage 5%, 20 year bonds maturing March 30, 1930, total par value authorized outstanding not held by respondent, \$250,000; interest accrued during the year, \$12,500; amount paid during the year, \$12,500; total capitalization par value outstanding assigned to railway, \$750,000; amount per mile of line (14.16 miles) \$52,966.

The total capitalization was issued for construction of new properties the stocks and bonds of the railroad company were given as consideration to the contractors who constructed and equipped the road and who furnished the money. Cost of road and equipment as shown by the books of contractors is \$422,293.71.

*Cost of Road and Equipment*—Road, \$324,933.15; equipment, \$27,579.21; general expenditures, \$69,781.35; total, \$422,293.71; cost per mile of line, \$29,823.

The net operating loss to June 30, 1912, was \$559.16, which amount was charged to construction; the property having been turned over to the company for operation July 1, 1912.

*General Balance Sheet*.—Assets: Road and equipment, \$422,293.71; unextinguished discount on capital stock, \$499,000.00; grand total, \$921,293.71.

*Liabilities*—Capital stock, common, not held by company, \$500,000; mortgage bonds not held by company, \$250,000; working liabilities, \$171,293.71; grand total, \$921,293.71.

Employees and salaries, including general officers, 14; total yearly compensation, \$14,346.32; average daily compensation, \$2.70; total excluding general officers, 9; yearly compensation, \$11,018.02; average daily, \$2.18.

*Description of Equipment*—Locomotives owned or leased, passenger 1, freight 2, total 3; less leased, 1; total owned, 2; cars owned in passenger service second class, 1; other cars in passenger service, 1; total, 2; cars in freight service, flat 20; others, 5; total, 25; total cars in service and owned, 27.

*Characteristics of Road*—Miles, 16; alignment, number of curves, 63; aggregate length of curved line, 7.85 miles; length of straight line, 6.31 miles.

Profile: Length of level line, 1.60 miles; ascending grades, 139; sum of ascents, 571.6 feet; aggregate length of ascending grades, 10.81 miles; descending grades, 16; sum of descents, 71.9 feet; aggregate length of descending grades, 1.75 miles.

Bridges: Wooden, 2; aggregate length, 287 feet.

Trestles, 18; aggregate length, 4,617 feet.

Overhead highway crossings, 2.

Gauge of track, 4 feet, 8½ inches, 14.16 miles.

## CENTRAL RAILROAD OF OREGON.

Organized January 22, 1909, under the laws of Maine.

*Directors*—Edwin Wilcock, Boston, Mass.; V. T. Hammer, Brandford, Conn.; D. R. Alling, New Haven, Conn.; Robt. H. England, Rochester, N. Y.; Charles E. Graham, New Haven, Conn.

*Officers*—President, Edwin Wilcock; Vice-Presidents, V. T. Hammer and Robt. H. England; Treasurer, Charles E. Graham; Attorney, W. A. Tirrall; Auditor and General Freight and Passenger Agent, George E. Dunklee; General Manager, Robt. H. England.

*Road Operated*—Owned: Union, Oregon, to Union Junction, Oregon, 2.10 miles; Valley Junction, Oregon, to Cove, Oregon, 10.36 miles; Richmond, Oregon, to Hot Lake, Oregon, 3.90 miles; total mileage single track, 16.36; yard track and sidings, 1.11 miles; total mileage operated all tracks, 17.47; new lines constructed during the year, Richmond to Hot Lake, 3.9 miles.

*Income Account*—Operating revenues, \$21,965.08; operating expenses, \$19,667.72; net operating revenues, \$2,297.36; taxes accrued, \$575.50; operating income, \$1,721.86.

*Profit and Loss*—Credit balance June 30, 1911, \$3,484.99; balance for year, \$1,721.86; debit, uncollectible accounts, \$91.39; balance credit June 30, 1912, \$5,115.46.

*Operating Revenues*—Freight, \$11,674.09; passenger, \$6,864.61; mail, \$645.17; express, \$2,771.65; total passenger train service revenue, \$10,281.43; miscellaneous, \$9.56; total revenues from transportation, \$21,965.08.

*Operating Expenses*—Maintenance of way and structures, \$2,718.67; maintenance of equipment, \$480.52; traffic expenses, \$114.01; transportation expenses, \$10,484.04; general expenses, \$5,870.48; total operating expenses, \$19,817.72.

*General Balance Sheet*—Assets: Road and equipment, \$225,250; working assets, \$2,875.84; other deferred debit items, \$5,472.81; grand total, \$233,548.65.

*Liabilities*—Capital stock outstanding, \$500; obligations for advances received for construction additions and betterments \$225,248.65; loans and bills payable, \$1,334.54; miscellaneous accounts payable, \$1,400; profit and loss, \$5,515.46; grand total, \$233,598.65.

## EMPLOYEES AND SALARIES.

Class	Number	Total yearly compensation	Average daily compensation
General officers .....	3	\$ 8,200 00	\$ 2 92
Other officers .....	6	600 00	27
Station agents .....	3	2,000 00	2 74
Enginemen .....	2	1,560 00	2 14
Firemen .....	1	600 00	1 64
Conductors .....	2	1,410 00	1 98
Machinists .....	1	85 00	2 12
Carpenters .....	1	1,200 00	2 00
Section foremen .....	1	720 00	1 98
Other trackmen .....	4	1,965 00	1 50
Total (including general officers) .....	24	\$ 12,260 00	\$ 1 74

*Traffic and Mileage Statistics*—Passenger traffic: Number of passengers carried earning revenue, 33,415; passengers carried one mile, 182,020; passengers carried per mile of road, 11,125; average distance carried, 5.44 miles; total passenger revenue, \$6,864.61; average amount received from each passenger, \$0.2055; average received from passenger per mile, \$0.0378; total passenger service revenue, \$10,281.43; passenger service train revenue per mile of road, \$628.44; passenger service train revenue per mile, \$0.164.

Freight Traffic: Number of tons carried freight earning revenue, 18,200; tons carried one mile, 156.633; one mile per mile of road, 9.574; average distance hauled one ton, 8.66 miles; total freight revenue, \$11,674.09; average received for each ton of freight, \$0.6414, average received for each ton per mile, \$0.0745; freight revenue per mile of road, \$713.57; per train mile, \$0.697.

Total Traffic: Operating revenues, \$21,965.08; per mile of road, \$1,342.60; per train mile, \$1.312; operating expenses, \$19,667.72; per mile of road, \$1,202.18; per train mile, \$1.17; net operating revenue, \$2,297.36; per mile of road, \$140.42.

Average number of passengers per car mile, 11; per train mile, 11; average number of cars per train mile, 1; average number of tons per train mile, 9.36; average mileage operated during the year, 16.36; locomotive mileage revenue service mixed, 16,740 miles; non-revenue service revenue miles, 114; passenger car miles, 16,820.

Train mileage: Mixed train miles, 16,740; non-service train miles, 114.

*Freight Traffic Movement in Tons*—Products of Agriculture: Grain, 2,207; flour, 1,656; hay, 720; fruit and vegetables, 1,760; other products of agriculture, 215; total, 6,558.

Products of Animals: Live stock, 112; other packing house products, 45; total, 157.

Products of Mines: Bituminous coal, 120; stone, sand, and other like articles, 120; total, 240.

Products of Forest: Lumber, 5,950; other products of forest, 40; total, 5,990.

Manufactures: Petroleum and other oil, 85; sugar, 205; castings and machinery, 216; cement, brick, and lime, 207; agricultural implements, 135; wines, liquors and beers, 40; household goods and furniture, 275; other manufactures, 200; total, 1,363.

Merchandise, 2,989; miscellaneous, 903.

Total tonnage, 18,200.



*Description of Equipment*—Locomotives owned and in service, 2; cars owned and in service, passenger first class, 1; second class, 1; total cars in service, 2.

*Characteristics of Road*—Alignment: Number of curves, 18; aggregate length of curved line, 2.17 miles; length of straight line, 14.19 miles.

Profile: Length of level line, 7.60 miles; ascending grades, 11; sum of ascents, 1,699.6 feet; aggregate length of ascending grades, 2.28 miles; descending grades, 14; sum of descents, 1,685.6 feet; aggregate length of descending grades, 6.47 feet.

Trestles, 2; aggregate length, 85 feet.

Gauge of track, 4 feet, 8½ inches; 16.36 miles.

Telegraph: Miles of line and wire, 2.10 miles; owned by this company and operated by the Western Union Telegraph Company.

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## CENTRAL PACIFIC RAILWAY COMPANY.

Organized July 29, 1899, under an act of the legislature of the State of Utah, passed in 1897, providing for the formation of railroad corporations of a specified class.

*Directors*—W. H. Bancroft, Salt Lake City, Utah; E. E. Calvin, William F. Herrin, William Hood, G. L. King, E. O. McCormick, C. H. Redington, W. R. Scott, San Francisco, Cal.; R. S. Lovett, New York City.

*Officers*—President and Chief Counsel, William F. Herrin; Vice-Presidents, E. E. Calvin, E. O. McCormick; Second Vice-President, William Mall; Third Vice-President, C. H. Redington; Secretary, G. L. King; Treasurer, A. K. Van Deventer; Auditor, A. D. McDonald; Chief Engineer, William Hood; Land Commissioner, B. A. McAllister.

This corporation is controlled by Southern Pacific Company through ownership of its outstanding capital stock.

Miles of line, single track leased to Southern Pacific, 2,079.36; mileage of line owned in Oregon, operated by Southern Pacific Company, 79.93 miles, of which 61.28 miles is new line constructed during the year.

*Terms of Lease*—Railroads, equipment and appurtenances of the Central Pacific Company, leased to the Southern Pacific Company for ninety years from January 1, 1894, the Central Pacific Railway Company succeeding to said lease.

Lessee will pay to lessor a fixed yearly rental amounting to ten thousand (\$10,000) dollars to be applied to maintaining corporate organization.

Lessee is to operate said leased property and apply the earnings and income derived therefrom to paying all operating expenses thereof, incidental expenses connected therewith, including rental of leased lines and according to their lawful priorities to the payment of the current interest, sinking fund contributions, etc.

On the first day of November in each year, the lessee shall pay to lessor such balances, if any of the net earnings or income received from leased premises, for the year ending on the 30th of June next preceding, as shall remain in its hands after payments provided for are made; provided that if such balance shall exceed the amount of six (6) per

cent on the capital stock of the lessor, the lessee shall retain one-half ( $\frac{1}{2}$ ) of such excess.

Lessee shall be entitled to retain and pay to itself whatever may be owing to it from lessor for or in respect of advances which may have been made by lessor.

Agreement subject to revision and change if found to work to the benefit of one party at the expense of the other.

### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 672,755; par value, authorized outstanding not held by respondent, \$67,275,500; dividend declared during the year, 6%, \$4,036,530.

Preferred: Number of shares authorized, 200,000; par value authorized, \$20,000,000; par value outstanding not held by respondent, \$17,400,000; dividends declared during the year, \$792,000.

Purpose of issue: Additions and betterment, preferred, during the year, 2,000 shares; cash realized, \$200,000; total number of shares outstanding, 54,000; total cash realized, \$5,400,000; issued for re-organization, total number of shares outstanding, preferred, 120,000; total cash realized, \$12,000,000. Common, number of shares outstanding, 672,755; cash realized, \$67,275,500.

*Funded Debt*—Mortgage Bonds: Total par value authorized, \$213,762,548.26; outstanding, \$190,724,548.26; not held by respondent, \$190,010,398.26; plain bonds, par value authorized outstanding not held by respondent, \$10,139,349.53; total, all bonds, par value authorized, \$223,901,897.79; outstanding, \$200,863,897.79; not held by respondent, \$200,149,749.79; interest accrued during the year, \$7,334,756.94; paid during the year, \$6,496,063.05. Purpose of issue: Total par value issued during year, for cash, \$19,791,859.18; total amount realized in cash, impossible to state purpose of issue and cash realized for balance of funded debt.

Total capitalization, par value outstanding, \$285,539,397.79; amount per mile of line (2,150.39 miles), \$132,785.

(NOTE.—Capital stock and mortgages cover railroad, rolling stock, telegraph line, ferry and river steamers, etc., also lands granted by the United States of America. Amount of each cannot be determined.)

*Expenditures for Road and Equipment*—Additions and betterments during the year, entire line, \$3,358,227.15; for new line or extensions during the year, \$30,360,002.54; total expenditures, to June 30, 1912, for road and equipment, entire line, \$261,379,623.35; cost per mile of line, \$121,549.87.

*Income Account*—Gross income from lease of road, \$13,366,173.87; salaries and maintenance of organization, \$7,166.64; taxes accrued, \$1,742,377.43; net income from lease of road, \$11,616,629.80.

Other Income: Miscellaneous rents receivable, \$122,604.55; interest, on other securities, loans and accounts, \$1,307,971.09; miscellaneous income, \$341,526.83; total other income, \$1,772,102.47; gross corporate income, \$13,388,732.27; deductions from gross corporate income, rents for lease of other roads, \$347,290.43; miscellaneous rents payable, \$61,361.01; other properties, net loss, \$4,231.33. Interest accrued on funded debt, \$7,334,756.94; sinking and redemption fund, chargeable to income, \$51,000; other deductions, \$848,531.96; total, \$8,647,171.67.

Net corporate income: For the year carried to credit of profit and loss, \$4,741,560.60.

*Profit and Loss Account*—Credit: Balance June 30, 1911, \$22,950.-450.38; balance for year brought forward from income account, \$4,741.-560.60; additions for the year, proceeds from sale of lands pledged for redemption of bonds, \$250,943.50; sinking fund, contributions and earnings, \$65,443.70; discount on bonds purchased and cancelled, \$61,213.40; income from securities accruing prior to July 1, 1912, \$106,264.99; adjustments, \$789.16; total, \$28,176,665.73.

Debit: Extinguishment of discounts on securities, \$965,250.97; property abandoned, \$98,916.91; commissions and expenses, European loan 1911, \$551,076.54; dividends declared, on common stock, \$4,036,530; on preferred stock, \$692,000; balance credit, June 30, 1912, \$21,832,891.31; total, \$28,176,665.73.

*Taxes and Assessments*—California, \$1,069,431.10; Nevada, \$464.-178.17; Oregon, \$18,934.32; Idaho, \$7.92; Utah, \$129,587.97; internal revenue, U. S. Government, \$60,237.95.

*Important changes during the year*—Road purchased, 700.05 miles; stocks issued, 200,000 shares; 4% accumulative preferred stock; new funded debt issued, 4%, 35 year European loan, of 1911, \$9,652,509.65; Central Pacific Railway Extensions purchase note, \$10,139,349.53; other important financial changes, first refunding mortgage 4% bond retired, \$26,000; 3½% bonds retired, \$690,500.

Funded debt of the following companies, assumed on the purchase of the property of those companies as of February 29, 1912:

Oregon Eastern Ry. Co. ....	\$5,000,000
Nevada & California Ry. Co. ....	8,500,000
Central California Ry. Co. ....	3,000,000
Chico & Northern R. R. Co. ....	1,000,000
Sacramento Southern R. R. Co. ....	2,500,000

*General Balance Sheet*—Assets: Road and equipment, \$261,379,623.35; securities, \$339,259.53; other investments, \$154,686.58; working assets, cash, \$39,770,170.26; securities held in treasury, \$1,150; deferred debit items, \$6,997,800.16; total, \$308,642,689.88.

Liabilities: Capital stock, \$84,675,500; mortgage bonded and secured debt, \$200,863,897.79; working liabilities, \$1,041,800.51; deferred credit item, \$228,600.27; profit and loss, balance June 30, 1912, \$21,832,891.31; grand total, \$308,642,689.88.

## COOS BAY, ROSEBURG &amp; EASTERN R. R. &amp; NAV. CO.

Organized June 19, 1890, under the laws of Oregon.

*Directors*—E. E. Calvin, E. O. McCormick, William F. Herrin, G. L. King, C. H. Redington, William Hood, all of San Francisco, Cal., and C. J. Millis, Marshfield, Oregon.

*Officers*—President, E. E. Calvin; Vice-President and General Manager, C. J. Millis; Secretary, G. L. King; Treasurer, C. H. Redington; Auditor, Geo. M. Hofford; Superintendent, W. F. Miller.

This corporation is controlled by Southern Pacific Company through ownership of its outstanding capital stock.

*Road Operated*—Marshfield, Oregon, to Myrtle Point, Oregon, 25.81 miles; Beaver Hill Junction, Oregon, to Beaver Hill, Oregon, 1.83 miles; total mileage owned and operated, 27.64 miles.

## CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 20,000; par value authorized, outstanding, not held by respondent, \$2,000,000; dividend declared during the year, none; total issue of capital stock was for road and equipment.

*Funded Debt*—First mortgage, 6% gold bonds, maturing April 1, 1921, total par value authorized, \$2,500,000; par value outstanding, not held by respondent, \$625,000; interest accrued during the year, \$37,500; paid during the year, \$18,750; funded debt issued for road and equipment.

Total capitalization, par value outstanding, \$2,625,000; amount per mile of line, \$90,423.

*Road and Equipment*—Expenditures for additions and betterments during the year, \$2,359.04; total cost to June 30, 1912, \$2,709,093.52; per mile of line, \$93,320.48.

*Income Account*—Rail operations, operating revenue, \$85,309.04; operating expenses, \$60,637.06; net operating revenue, \$24,671.98; taxes accrued, \$5,633.77; operating income, \$19,038.21; other income, \$1,261.39; gross corporate income, \$20,299.60.

Deductions: Interest on funded debt, \$37,500; other interest, \$1,240.80; total, \$38,740.80; net corporate loss, \$18,441.20

*Profit and Loss Account*—Debit: Balance June 30, 1911, \$98,863.89; balance for year from income account, \$18,441.20; miscellaneous deduction for year, \$7,753.71; total, \$125,058.80.

Credit: Miscellaneous additions for the year, \$45.60; balance debit, June 30, 1912, \$125,013.20; total, \$125,058.80.

*Operating Revenues*—Revenue from transportation, freight, \$44,877.59; passenger, \$34,888.15; excess baggage, \$861.80; mail revenue, \$2,383.67; express, \$439.60; total passenger service train revenue, \$38,573.22; special service train revenue, \$950; total revenue from transportation, \$84,400.81; total revenue from operations other than transportation, \$908.23; total operating revenue, \$85,309.04.

NOTE.—Of the above, \$1,357.81 freight revenue, is interstate revenue assigned to State. Balance of operating revenues is considered intrastate.

*Operating Expenses*—Maintenance of way and structure, \$23,639.92; maintenance of equipment, \$6,262.50; traffic expenses, \$87; transporta-

tion expenses, \$22,986.10; general expenses, \$7,661.54; total operating expenses, \$60,637.06.

Ratio of operating expenses to operating revenue, 71.08%.

*General Balance Sheet*—Assets: Road and equipment, \$2,709,093.52; working assets, \$41,290.68; deferred debit items, \$252.84; profit and loss balance, \$125,013.20; grand total, \$2,875,650.24.

Liabilities: Capital stock, common, \$2,000,000; mortgage bonds, \$625,000; working liabilities, \$237,865.64; accrued liabilities not due, \$12,218.70; deferred credit items, \$565.90; grand total, \$2,875,650.24.

### EMPLOYEES AND SALARIES—STATE OF OREGON.

Class	Number	Total yearly compensation	Average daily compensation
General officers.....	2	\$ 5,000 00	\$ 6 83
Other officers.....	2	5,481 85	4 41
General office clerks.....	1	108 55	1 94
Station agents.....	3	2,568 66	2 33
Other station men.....	4	3,077 53	1 88
Enginemen.....	1	1,668 94	4 17
Firemen.....	1	1,174 73	2 94
Conductors.....	1	1,317 24	3 29
Other trainmen.....	2	2,364 39	2 74
Machinists.....	2	2,517 24	3 36
Carpenters.....	3	3,594 40	3 30
Other shopmen.....	3	4,214 15	3 36
Section foremen.....	5	4,224 83	2 34
Other trackmen.....	14	8,755 50	2 02
Switch tenders, crossing tender and watchmen.....	1	525 00	1 64
Telegraph operators and dispatchers.....	1	553 33	4 07
All other employees and laborers.....	2	552 25	1 75
Total (including general officers).....	47	\$ 47,677 09	\$ 2 82
Total (excluding general officers).....	45	42,677 09	2 64

### TRAFFIC AND MILEAGE STATISTICS.

*Passenger Traffic*—Number of passengers carried earning revenue, 61,138; number of passengers carried one mile, 860,286; number of passengers carried one mile per mile of road, 31,125; average distance carried, 14.07 miles.

Total passenger revenue, \$34,888.15; average amount received from each passenger, \$0.57064; average receipts per passenger per mile, \$0.04055.

Total passenger service train revenue, \$38,573.22; passenger service train revenue per mile of road, \$1,395.56; passenger service train revenue per train mile, \$1.17741.

*Freight Traffic*—Number of tons carried of freight earning revenue, 62,058; number of tons carried of intrastate freight earning revenue, 61,526; number of tons carried one mile, 972,492; number of tons carried one mile (intrastate) 962,042; number of tons carried one mile per mile of road, 35,184; number of tons carried one mile (intrastate) per mile of road, 34,806; average distance haul of one ton, 15.67; average distance haul of one ton (intrastate) 15.64 miles.

Total freight revenue, \$44,877.59; total intrastate freight revenue, \$43,519.78; average amount received for each ton of freight, \$0.72316; average amount received for each ton of intrastate freight, \$0.70734; average receipts per ton per mile, \$0.04615; average receipts per ton per

mile (intrastate) \$0.04524; freight revenue per mile of road, \$1,623.65; freight revenue per train mile, \$1.22898.

*Total Traffic*—Operating revenues, \$85,309.04; operating revenues per mile of road, \$3,086.43; operating revenues per train mile, \$2,277.52.

Operating expenses, \$60,637.06; operating expenses per mile of road, \$2,193.82; operating expenses per train mile, \$1.61884.

Net operating revenue, \$24,671.98; net operating revenue per mile of road, \$892.62.

Average number of passengers per car mile, 13; average number of passengers per train mile, 26; average number of passenger cars per train mile, 2.01.

Average number of tons of freight per loaded car mile, 10.08; average number of tons of freight per train mile, 26.63; average number of freight cars per train mile, 4.34; average number of loaded cars per train mile, 2.64; average number of empty cars per train mile, 1.62.

Average mileage operated during year, 27.64.

*Locomotive Mileage*—Revenue service: Freight locomotive miles, 3,755; mixed locomotive miles, 32,671; special locomotive miles, 941; switching locomotive miles, 7,084; total revenue locomotive mileage, 44,451; nonrevenue service locomotive miles, 542.

*Car Mileage*—Revenue service: Freight car miles, loaded, 96,425; empty, 59,163; caboose, 2,865; total freight car miles, 158,453.

Passenger car miles, passenger, 65,890; total passenger car miles, 65,890.

Special car miles: Passenger, 2,916; total special car miles, 2,916.

Total revenue car mileage, \$227,259; nonrevenue service car miles, 5,069.

*Train Mileage*—Revenue Service: Freight train miles, 3,755; mixed train miles, 32,761; special train miles, 941; total revenue train mileage, \$37,457; nonrevenue service train miles, 542.

*Intrastate Freight Traffic Movement in Tons—State of Oregon*—Products of Agriculture: Grain, 80; other mill products, 80; hay, 8; fruit and vegetables, 34; total, 202.

Products of Animals: Live stock, 500; poultry, game and fish, 137; total, 637.

Products of Mine: Bituminous coal, 8,718; stone, sand and other like articles, 837; total, 9,555.

Products of Forest: Lumber, 44,224; total, 44,224.

Manufactures: Iron, pig and bloom, 31; iron and steel rail, 126; other castings and machinery, 156; cement, brick and lime, 45; wagons, carriages, tools, etc., 50; household goods and furniture, 20; other manufactures, 36; total, 464.

Merchandise, 6,414; miscellaneous, 30.

Total tonnage for State, 61,526.

*Freight Traffic Movement in Tons—Entire Line*—Products of Agriculture, 246; products of animals, 657; products of mines, 9,554; products of forests, 44,224; manufactures, 464; merchandise, 6,883; miscellaneous, 30; total tonnage, 62,058.

*Description of Equipment*—Locomotives: Passenger, 3; freight, 2; total, in service and owned, 5.

Cars in passenger service: First class, 2; combination, 1; total, 3.

In freight service: Box, 10; flat, 149; stock, 2; coal, 20; total, 181.

In company's service: Gravel cars, 7; caboose, 3; others, 2; total, 12.

Total cars in service and owned, 196.

*Mileage of line operated, all tracks*—Main line, single track, 25.81 miles; yard tracks and siding, 5.56; branches and spurs, single track, 1.83; yard track and sidings, 0.67.

Total mileage operated all tracks, 33.87.

Constructed during year: Single track, 0.41 miles; yard track and sidings, 0.39; total, 0.80.

*Renewals of Rails and Ties during the year*—Rails, none; new ties, fir, 552; average price at distributing point, \$0.375; cedar, 4,929; average price at distributing point, \$0.421.

*Characteristics of Road*—Alignment: Number of curves, 124; aggregate length of curved line, 8.67 miles; length of straight line, 18.97 miles.

Profile: Length of level lines, 15.10 miles; ascending grades, 36; sum of ascents, 233.5 feet; aggregate length of ascending grades, 7.77 miles; descending grades, 31; sum of descents, 204.2 feet; aggregate length of descending grades, 4.77 miles.

Bridges, wooden, 2; aggregate length, 205 feet.

Trestles, 42; aggregate length, 10,637 feet.

Gauge of track, 4 feet, 8½ in.—27.64 miles.

Telegraph, owned and operated by company making this report, miles of line and wire, 27.34; owned by another company but located on property of road making this report, miles of line and wire, 4.50, owned and operated by Western Union Telegraph Co.

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## CORVALLIS & ALSEA RIVER RAILWAY COMPANY.

Organized July 19, 1907, under the laws of Oregon.

*Directors*—Steven Carver, Corvallis, Oregon; A. B. Winfree, Nellie Carver, W. A. Johnson, W. C. McCullough.

*Principal Officers*—Chairman of the Board, Steven Carver; Secretary and Treasurer, A. B. Winfree; Attorneys, Teal, Minor & Winfree.

This company's property was sold to the Portland, Eugene & Eastern Railway Company; sale perfected July 20, 1911; sale price, \$410,000; cash payment, \$25,000; notes one to five years for \$385,000.

Line operated, Corvallis, Oregon, to Glenbrook, Oregon, 22 miles; Alsea Junction to Monroe, Oregon, 2 miles; Bailey Junction to Andrew track, 7 miles; total, 31 miles.

### CAPITALIZATION.

Number of shares authorized, 1,500; total par value authorized, \$150,000; total par value outstanding not held by respondent, \$81,000; receipts outstanding for installments paid, \$8,540.

Funded debt: First mortgage, 7% bonds, \$50,000; in treasury, \$500; not held by respondent, \$45,500; equipment obligations, \$650.00.

Total capitalization, \$140,190; amount per mile of line, \$4,506.

*Road and Equipment*—Expenditures for new lines and extensions from July 1, 1911, to date of sale, \$26,027.37; total expenditures to date of sale, road, \$243,064.03; equipment, \$24,038.17; general expenditures, \$42,172.04; total, \$209,274.24.

## CORVALLIS & EASTERN RAILROAD COMPANY.

Organized December 13, 1897, under the laws of Oregon.

*Directors*—A. B. Weatherford; J. K. Weatherford, John H. Stevens, all of Albany, Oregon.

*Officers*—President, J. K. Weatherford; Secretary, A. B. Weatherford; Treasurer, C. H. Redington; Auditor, Geo. M. Hofford; Chief Engineer, G. W. Boschke.

This company is controlled by Southern Pacific Company through ownership of its capital stock.

*Road Operated*—Main line, Yaquina, Oregon, to Hoover, Oregon, 140.58 miles; branches and spurs, 5.68 miles; total, 146.26 miles.

### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 25,000; total par value authorized, \$2,500,000; par value outstanding not held by respondent, \$1,410,000; all issued for road and equipment.

Funded debt: First mortgage 4% bond maturing February, 1998; par value authorized outstanding not held by respondent, \$2,115,000; interest accrued during the year, \$84,600; paid, none; all funded issued for road and equipment; total capitalization par value outstanding, \$3,525,000; per mile of line (146.26 miles), \$24,101.

*Road and Equipment*—Expenditures for additions and betterments during the year, \$11,195.52; adjustments in equipment account during the year, credit, \$16,609.50; total cost to June 30, 1912, \$3,196,634.09; per mile of line, \$21,855.83.

*Income Account*—Operating income: Operating revenues, \$332,527.14; operating expenses, \$265,881.68; net operating revenues, \$66,645.46; taxes accrued, \$45,686.41; operating income, \$20,959.05; other income, \$1,113.32; gross corporate income, \$22,072.37.

Deductions: Hire of equipment, \$22,913.01; joint facilities, \$184.25; interest accrued on funded debt, \$84,600; other interest, \$1,197.15; extinguishment of discount on securities, \$4,230; total deduction, \$113,124.41; net corporate loss, \$91,052.04.

*Profit and Loss*—Debit: Balance June 30, 1911, \$204,925.09; balance for year brought to income account, \$91,052.04; abandoned property, \$176.95; uncollectible accounts, \$5,552.10; total, \$301,706.18.

Credit: Abandoned property, \$450.00; unclaimed wages, \$11.50; pay checks, \$13.50; passenger refund drafts, \$3.35; draw-back checks, \$59.75; sale of old material, \$10.00; stock, Yaquina Bay Oyster Co., \$1.00; balance debit June 30, 1912, \$301,157.08; total, \$301,706.18.



## OPERATING REVENUES.

Account	Intrastate revenue	Interstate revenues assigned to State	Total revenues
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight .....	\$ 189,516 11	\$ 28,414 00	\$ 167,980 11
Passenger revenue.....	\$ 189,459 47	\$ 876 44	\$ 140,335 91
Excess baggage revenue.....	1,367 25	9 87	1,267 12
Mail revenue.....	8,524 40		8,524 40
Express revenue.....	9,875 87		9,875 87
Passenger train revenue.....	*13 88		*13 88
Total passenger service train revenue.....	\$ 159,202 61	\$ 886 31	\$ 160,088 92
Switching revenue.....	331 79		331 79
Special service train revenue.....	278 00		278 00
Total revenue from transportation.....	\$ 299,328 51	\$ 29,300 81	\$ 328,628 82
<b>REVENUES FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Station and train privileges.....	\$ 225 74		\$ 225 74
Parcel room receipts.....	141 92		141 92
Storage—freight.....	*127 51		*127 51
Storage—baggage.....	189 90		189 90
Car service.....	801 00		801 00
Telegraph and telephone service.....	1,765 45		1,765 45
Rent of buildings and other property.....	115 96		115 96
Miscellaneous.....	785 86		785 86
Total revenue from operations other than transportation.....	3,898 32		3,898 32
Total operating revenues.....	\$ 303,226 83	\$ 29,300 81	\$ 332,527 14

\* Debit items.

*Operating Expenses*—Maintenance of way and structures, \$123,244.75; maintenance of equipment, \$24,688.16; traffic expenses, \$4,388.51; transportation expenses, \$96,524.60; general expense, \$17,035.66; total, \$265,881.68.

Ratio of operating expenses through operating revenues, 79.86 per cent.

*General Balance Sheet*—Assets: Road and equipment, \$3,196,634.09; miscellaneous investments, securities unpledged, \$1.00; working assets, \$188,117.58; deferred debit items, \$98,553.91; profit and loss balance, \$301,157.08; grand total, \$3,784,463.66.

Liabilities: Capital stock, common, \$1,110,000; first mortgage bond, \$2,115,000; working liabilities, \$193,866.89; accrued liabilities, note due, \$53,777.61; deferred credit items, \$11,819.16; grand total, \$3,784,463.66.

## EMPLOYEES AND SALARIES.

Class	Number	Total yearly compensation	Average daily compensation
General officers.....	2	\$ 18,000 00	\$ 2 46
Other officers.....	3	4,252 54	4 58
Station agents.....	8	5,512 47	1 88
Stationmen.....	28	6,282 58	
Enginemen.....	8	11,280 82	4 80
Firemen.....	8	7,465 21	3 03
Conductors.....	8	9,439 57	4 14
Other trainmen.....	10	10,089 89	3 18
Machinists.....	7	12,872 41	2 91
Carpenters.....	27	26,777 65	2 86
Other shopmen.....	36	20,072 76	2 50
Section foremen.....	13	10,412 20	2 04
Other trackmen.....	52	36,678 05	1 56
Switch tenders, crossing tenders and watchmen.....	5	3,861 31	1 70
Telegraph operators and dispatchers.....	2	2,480 00	3 13
All other employees and laborers.....	3	4,866 06	2 41
Total (including general officers).....	215	\$ 174,043 52	
Total (excluding general officers).....	213	172,243 52	

## TRAFFIC AND MILEAGE STATISTICS.

*Passenger Traffic*—Number of passengers carried earning revenue, 189,780; number of passengers carried one mile, 5,851,022; number of passengers carried one mile per mile of road, 40,004; average distance carried, 30.83.

Total passenger revenue, \$140,335.91; average amount received from each passenger, \$0.73947; average receipts per passenger per mile, \$0.02398.

Total passenger service train revenue, \$160,088.92; passenger service train revenue per mile of road, \$1,094.55; passenger service train revenue per train mile, \$1.27976.

*Freight Traffic*—Number of tons carried of freight earning revenue, 275,935; number of tons carried on intrastate freight earning revenue, 217,360; number of tons carried one mile, 7,246,432; number of tons carried one mile intrastate, 5,984,952; number of tons carried one mile per mile of road, 49,545; number of tons carried one mile (intrastate) per mile of road, 40,920; average distance haul of one ton, 26.26 miles; average distance haul of one ton (intrastate), 27.53 miles.

Total freight revenue, \$167,930.11; total intrastate freight revenue, \$139,516.11; average amount received for each ton of freight, \$0.60858; average amount received for each ton of intrastate freight, \$0.64187; average receipts per ton mile, \$0.02137; average receipts per ton per mile, (intrastate), \$0.02331; freight revenue per mile of road, \$1,148.16; freight revenue per train mile, \$1.49144.

*Total Traffic*—Operating revenues, \$332,527.14; operating revenues per mile of road, \$2,273.53; operating revenues per train mile, \$1.78245.

Operating expenses, \$265,881.68; operating expenses per mile of road, \$1,817.87; operating expenses per train mile, \$1.42521.

Net operating revenue, \$66,645.46; net operating revenue per mile of road, \$455.66.

Average number of passengers per car mile, 19; average number of passengers per train mile, 46; average number of passenger cars per train mile, 3.50.

Average number of tons of freight per loaded car mile, 16.72; average number of tons of freight per train mile, 64.36; average number of freight cars per train mile, 6.85; average number of loaded cars per train mile, 3.85; average number of empty cars per train mile, 2.48.

Average mileage operated during the year, 146,26.

*Locomotive Mileage*—Revenue Service: Freight locomotive mile, 62,397; passenger locomotive miles, 76,724; mixed locomotive miles, 51,541; special locomotive miles, 272; switching locomotive miles, 3,150; total revenue locomotive mileage, 194,084; nonrevenue service locomotive miles, 18,017.

*Car Mileage*—Revenue service: Freight car miles, loaded, 433,511; empty, 278,995; caboose, 59,219; total freight car miles, 771,725.

Passenger car miles, passenger, 309,065; sleeping, parlor and observation, 24; other passenger train cars, 128,754; total passenger car miles, 437,843.

Special car miles, passenger, 284; total special car miles, 284; total revenue car mileage, 1,209,852; nonrevenue service car miles, 63,941.

*Train Mileage*—Revenue service: Freight train miles, 61,191; passenger train miles, 73,688; mixed train miles, 51,405; special train miles, 272; total revenue train mileage, 186,556; nonrevenue service train miles, 17,847.

*Freight Traffic Movement in Tons—Entire Line*—Products of Agriculture: Grain, 6,491; flour, 1,077; other mill products, 2,070; hay, 1,666; fruit and vegetables, 2,226; other products of agriculture, 2,285; total, 15,815.

Products of Animals: Live stock, 587; other packing house products, 33; poultry, game and fish, 68; wool, 9; other products of animals, 11; total, 708.

Products of Mines: Bituminous coal, 404; stone, sand and other like articles, 24,829; other products of mines, 219; total, 25,452.

Products of Forest: Lumber, 188,320; other products of forest, 25,252; total, 213,572; petroleum and other oil, \*46; sugar, 61; iron, pig and bloom, 90; iron and steel rails, 434; other castings and machinery, 1,086; cement, brick and lime, 7,768; household goods and furniture, 231; other manufacturers, 1,211; total, 10,835.

Merchandise, 7,670; miscellaneous, 1,883; total tonnage, 275,935.

*Intrastate Freight Traffic Movement in Tons—State of Oregon*—Products of Agriculture: Grain, 3,737; flour, 960; other mill products, 2,056; hay, 1,617; fruit and vegetables, 950; other products of agriculture, 175; total, 9,495.

Products of Animals: Live stock, 439; other packing house products, 33; wool, 9; other products of animals, 15; total, 496.

Products of Mines: Bituminous coal, 386; stone and sand, 24,727; other products of mines, 119; total, 25,232.

Products of Forest: 139,878; other products of forest, 25,187; total, 165,065.

Manufacturers: Petroleum and other oils, \*46; sugar, 23; iron, pig and bloom, 58; iron and steel rails, 402; other castings and machinery, 1,012; cement, brick and lime, 4,677; household goods and furniture, 191; other manufacturers, 705; total, 7,022.

Merchandise, 8,309; miscellaneous, 1,741; total tonnage, 217,360.

*Description of Equipment*—Locomotives owned or leased: Passenger, 3; freight, 3; total in service, 10; less leased, 4; total owned, 6.

\*Minus item.

Cars owned or leased: In passenger service, first class, 4; combination, 1; baggage, express and postal, 3; total, 8; in freight service, box, 33; flat, 108; total, 141; in company's service, gravel cars, 2; caboose, 3; other road cars, 21; total, 26; total cars in service and owned, 175.

*Mileage of Road All Track*—Line owned, main line, single track, 140.58; miles of yard track and sidings, 8.62; total, 149.20; branches and spurs, single track, 5.68; total all tracks, 154.88 miles; new lines constructed during year, .53 miles; yard track and sidings, .12; total, .65 miles.

NOTE.—Branches and spurs, 5.68 miles shown in previous reports as yard track and siding.

New rails laid during the year, 81.03 tons; weight, 75 pounds per yard; average price per ton at distributing point, \$39.17.

New ties laid during the year, fir, 49,672; average price at distributing point, 31.2 cents.

*Characteristics of Road*—Working division: Yaquina to Hoover, 140.58 miles.

Alignment: Number of curves, 520; aggregate length of curved line, 54.59 miles; length of straight line, 83.59 miles.

Profile: Length of level line, 49.28 miles; ascending grades, 83; sum of ascents, 2,389.8 feet; aggregate length of ascending grades, 67.98 miles; descending grades, 54; sum of descent, 829.9 feet; aggregate length of descending grade, 23.32 miles.

Bridges: Wooden, 44; aggregate length, 3,051 feet; combination, 2; aggregate length, 434 feet; total, 46; aggregate length, 3,485 feet.

Trestles, 237; aggregate length, 38,751 feet.

Tunnels, 3; aggregate length, 2,060 feet.

Gauge of track, 4 feet, 8½ inches; 146.26 miles main line and branches.

Telegraph: Miles of line and wire owned, 142; operated by Western Union Telegraph Co.

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## DES CHUTES RAILROAD COMPANY.

Organized February 2, 1906, under the laws of Oregon.

*Directors*—J. D. Farrell, J. P. O'Brien, L. F. Steel, James G. Wilson, all of Portland, Oregon.

*Officers*—President, J. D. Farrell; Vice-President, J. P. O'Brien; Secretary, L. F. Steel; Treasurer, R. Lea Barnes; Auditor, R. Blaisdell; Chief Engineer, G. W. Boschke.

This company is controlled by the Oregon Short Line Railroad Company through advances for construction of railway line.

*Mileage of line owned*—Des Chutes to North Junction, 71.26 miles; South Junction, Oregon, to Metolius, 23.97 miles.

This line is leased to the Oregon-Washington Railroad and Navigation Company for operation. In addition thereto the respondent has assigned to the lessee its operating rights over lines owned by the Oregon Trunk Railway and acquired by Des Chutes Railroad Company

under agreement dated May 17, 1910; and supplement thereto, dated September 6, 1911, namely, North Junction to South Junction, Oregon, 10.41 miles; Metolius to Bend, 42.67 miles.

### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 1,000; par value, authorized outstanding not held by respondent, \$100,000; all issued for cash. No payments have yet been made on subscriptions therefor.

No funded debt.

Capitalization per mile of line owned, \$1,050.

*Road and Equipment*—Expenditures for new line or extensions during the year, road, \$113,412.89; equipment, \$1,102.62; general expenditures, \$6,197.08; total, \$120,712.59; total to June 30, 1912, \$5,856,603.31; cost per mile of line, \$61,499.56.

*Income Accounts*—Gross income, from lease of road, \$4,710.50; net corporate income, \$4,710.50.

*Profit and Loss*—Credit: Balance June 30, 1911, \$2,767.24; balance for year, from income account, \$4,710.50; balance credit, June 30, 1912, \$7,477.74.

*Important changes during the year*—Extension of 4.67 miles between Madras and Metolius was put into operation September 24, 1911; .04 miles between Des Chutes Junction and North Junction.

Decreased account, remeasurement.

*General Balance Sheet*—Assets: Road and equipment, \$5,856,603.31; working assets, \$109,242.28; grand total, \$5,965,845.59.

Liabilities: Capital stock, \$100,000; obligations for advances received for construction, equipment and betterment, \$5,855,424.75; working liabilities, \$2,943.10; profit and loss balance, \$7,477.74.

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### GREAT NORTHERN RAILWAY COMPANY.

Organized March 1, 1856, as Minneapolis & St. Paul Railroad Company under the laws of Minnesota; named changed to the Great Northern Railway Company, September 16, 1889.

*Directors*—Carl R. Gray, R. A. Jackson, Wm. B. Dean, Jas. J. Hill, Frederick Weyerhaeuser, Louis W. Hill, all of St. Paul, Minnesota; W. H. Dunwoody, Minneapolis, Minn.; A. T. Nichols, Samuel Thorne, New York City.

*Officers*—Chairman of the Board, Jas. J. Hill; President, Carl R. Gray; Vice-Presidents, R. A. Jackson, R. I. Farrington, E. T. Nichols; Secretary and Assistant Treasurer, L. E. Katzenbach; General Solicitor, E. C. Lindley; General Counsel, R. A. Jackson; Comptroller, G. R. Martin; Assistant Comptroller, F. H. Parker; Auditor, F. E. Draper, Assistant Auditor, W. H. Fortier; General Manager, J. M. Gruber; Assistant General Manager, G. H. Emerson; Chief Engineer, A. H. Hogeland; General Superintendents, J. H. Taylor, F. Bell, C. O. Jenks, W. D. Scott; General Superintendent of Transportation, W. C. Wakrous; General Traffic Man-

ager, W. P. Kenney; General Passenger Agent, H. A. Noble; Right of Way, Tax and Land Commissioner, J. T. Maher.

## ROAD OPERATED.

	In Oregon	Entire line
Line owned—main line.....		6,457.29
Branches and spurs.....		78.33
Line operated by respondent but owned by another corporation.....		622.50
Line operated under trackage rights.....	9.75	324.14
	9.75	7,482.36

*Outside Operations*—This company owns and operates sleeping, parlor, chair and dining car over its entire system; two restaurants are operated at Seattle, Washington, one news stand at Everett; hotels at Chalet, and Glacier Park, Montana; grain elevator, Minnesota; other properties owned in states and territories traversed by the lines of this company, are valued at \$3,985,623.14.

## CAPITALIZATION.

Capital stock, preferred, number of shares authorized, 2,100,000; par value authorized, \$210,000,000; outstanding, \$209,990,670; in treasury, \$9,250; not held by respondent, \$209,981,420; receipts outstanding for instalments paid, \$80.00; dividends declared during the year, 7%, \$14,-698,650.75.

*Purpose of Issue*—For purchase of railway or other property, number of shares outstanding, 1,792,501½; for acquisition of securities (71 shares S. P. & M. M. Ry. stock) during year 88¾ shares; total, 307,406 shares.

*Funded Debt*—Total par value outstanding, \$282,300,409.09; in treasury, \$16,000,822; pledged as collateral, \$14,106,000 not held by respondent, \$251,371,409.09; interest accrued during the year, \$10,766,329.69; amount paid during the year, \$10,272,701.12.

*Purpose of Issue*—Issued for cash, total par value outstanding, \$45,-000,000; cash realized, \$35,000,000; held in treasury, \$10,000,000; issued for additions and betterments during the year, \$3,000,000; total par value outstanding held in treasury, \$3,000,000.

Assumed in part payment on purchase of railway or other property, total par value outstanding, \$122,868,909.09, of which \$108,757,909.09 is in the hands of the public, \$5,000 in treasury of company, and \$14,-106,000 held by trustees of mortgage; issued for acquisition and securities, during the year, \$3,818,000; par value outstanding held in treasury, \$3,318,000 issued in payments of 1,076,135 shares C. B. & Q. R. R. stock in which G. N. Ry. Company is half owner; total par value, \$107,613,500.

Total capitalization par value outstanding, \$492,291,159.09 assigned to railway, \$378,177,659.09; amount per mile of line (7,175.88 miles), \$52,-701 assigned to other property, \$114,113,500.

Expenditures for additions and betterments during the year, entire line: Road, \$2,317,990.80; equipment, \$1,919,477.36; total, \$4,237,468.16; expenditures for new lines or extensions during the year, entire line, road, \$7,078,883.91; general expenditures, \$320,462.92; total, \$7,399,346.83;

investment to June 30, 1907, entire line: Road, \$230,947,770.98; equipment, \$44,084,373.57.

Investments since June 30, 1907, road, \$47,197,968.07; equipment, \$17,112,519.29; general expenditures, \$1,200,498.63.

Total investment to June 30, 1912, \$340,543,130.54; reserved for accrued depreciation, credit, \$21,552,809.78; net total, \$318,990,320.76; cost per mile of line, \$48,675.69.

### INCOME ACCOUNT.

<b>OPERATING INCOME:</b>		
Operating revenue .....	\$ .....	\$ 66,169,622 52
Operating expenses .....	.....	37,610,569 39
Net operating revenues .....	.....	\$ 28,559,053 13
<b>OUTSIDE OPERATIONS:</b>		
Revenues .....	1,154,679 81	
Expenses .....	1,088,820 54	
Net revenue from outside operations .....	.....	115,859 27
Total net revenue .....	.....	\$ 28,665,912 40
Taxes accrued .....	.....	8,486,571 97
Operating income .....	.....	\$ 25,179,340 43
<b>OTHER INCOME:</b>		
Rents accrued from lease of road .....	\$ 2,301 00	
Hire of equipment—balance .....	358,364 37	
Joint facilities .....	511,163 39	
Miscellaneous rents .....	299,674 68	
Dividends cleared on stocks owned .....	4,410,638 20	
Interest accrued on funded debt .....	1,250,877 18	
<b>INTEREST ON OTHER SECURITIES:</b>		
Loans and accounts .....	1,497,985 57	
Miscellaneous income .....	410 62	
Total other income .....	.....	8,321,309 06
Gross corporate income .....	.....	\$ 33,500,649 49
<b>DEDUCTIONS FROM GROSS CORPORATE INCOME:</b>		
Joint facilities .....	\$ 772,034 28	
Miscellaneous rents .....	22,199 50	
Interest on funded debt .....	10,766,329 69	
Other interest .....	233,158 03	
Other deductions .....	753,002 94	
Total deductions .....	.....	12,596,725 44
Net corporate income .....	.....	\$ 20,903,924 05
<b>DISPOSITION OF NET INCOME:</b>		
Dividends on stock .....	.....	\$ 14,698,650 75
Appropriations for additions and betterments held in reserve .....	.....	8,503,000 00
Total .....	.....	\$ 18,200,650 75
Balance for year carried to credit of profit and loss .....	.....	2,703,273 30

*Profit and Loss*—Credit: Balance, June 30, 1911, \$51,191,660.89; balance for year from income account, \$2,703,273.30; additions for year, value of securities, credits, etc., received from Lake Superior Company, Limited, \$5,191,209.07; inventory adjustments on account of previous years' transactions, \$78,600.24; adjustment of interest upon advances to the S. P. & S. Ry. Co., etc., \$957,635.00; profits on properties sold, \$23,-

976.68; S. P. M. & M. Ry. Co. bonds retired during the year through operation of sinking fund, \$74,000; miscellaneous, \$10,762.04; total, \$60,231,117.22.

Debit: Loss from operation of Great Northern Steamship Company, \$159,480.61; Northern Steamship Company, \$145,074.56; reduction of book value in stocks Great Northern Steamship Company and Northern Steamship Company, \$2,650,000; property abandoned, \$48,704.76; damages paid in connection with removal of tracks between Marion and Jennings, Montana, in the year 1905, \$13,000; preliminary surveys abandoned, \$32,366.41; uncollectible item, \$356.51; balance credit June 30, 1912, \$57,182,134.37; total, \$60,231,117.22.

## OPERATING REVENUES — STATE OF OREGON

Account	Intrastate revenue	Interstate revenue assigned to State	Total revenue
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight.....		\$ 9,367 51	\$ 9,367 51
Passenger.....	\$ 24 78	\$ 21,836 77	\$ 21,861 55
Excess baggage.....	23	256 72	257 00
Parlor and chair car.....		525 06	525 06
Express.....		1,558 45	1,558 45
Other passenger train revenue.....		17 82	17 82
Total passenger service revenue.....	\$ 25 06	\$ 24,194 82	\$ 24,219 88
Special service train revenue.....		24 00	24 00
Total revenue from revenue.....	\$ 25 06	\$ 33,586 33	\$ 33,611 39
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Station and train privileges.....	308 95		308 95
Storage, baggage.....	1,224 45		1,224 45
Car service.....	197 00		197 00
Rents of buildings and other property.....	118 23		118 23
Total revenue from operations other than transportation.....	\$ 1,848 63		\$ 1,848 63
Total operating revenues, State.....	\$ 1,868 69	\$ 33,586 33	\$ 35,455 02

*Operating Revenues*—Entire line from transportation freight, \$47,877,369.06; total passenger service train revenue, \$17,495,086.81; switching revenue, \$420,282.52; special service, train revenue, \$30,790.46; miscellaneous, \$58,559.69; total revenue from transportation, \$65,882,088.54; revenues from operation other than transportation, \$259,072.19; joint facilities, debit, \$30,070.71; joint facilities, credit, \$49,532.50; total, \$66,160,622.52.

Securities owned held for investment, railways in Oregon, Spokane, Portland & Seattle Railway Company, stock, total par value, \$20,000,000; marketable securities, Oregon, funded debt, Spokane, Portland & Seattle Railway Company par value, \$30,500,000; cost or book value, \$21,350,000; interest accrued, \$1,220,000.

Reserves, operating reserves insurance fund, \$772,034.93; special insurance fund, \$80,794.79; elevator sinking fund, \$16,767.67; superior coal dock, \$86,559.48; total, \$956,116.27; reserves from income or surplus, not specifically invested, for betterments and additions unexpended to June 30, 1912, \$6,798,061.53.



*Operating Expenses—State of Oregon*—Maintenance of way and structures, \$3,526.08; maintenance of equipment, \$3,055.59; traffic expenses, \$1,195.61; transportation expenses, \$20,800.60; general expenses, \$1,085.70; total, \$29,663.58.

Ratio of operating expenses to operating revenue, 83.67 per cent.

*Operating Expenses—Entire Line*—Maintenance of way and structures, \$9,195,465.96; maintenance of equipment, \$7,850,317.80; traffic expenses, \$1,089,710.48; transportation expenses, \$18,177,686.43; general expenses, \$1,297,388.72; total operating expenses, \$37,610,569.39.

Ratio of operating expenses to operating revenue entire line, 56.85.

*Taxes and Assessments* — Minnesota, \$1,083,269.64; Wisconsin, \$129,733.78; North Dakota, \$613,817.92; Iowa, \$50,013.84; Montana, \$618,807.28; Idaho, \$76,600.71; Oregon, \$200.00; Washington, \$663,992.27; Manitoba, \$4,730.06; British Columbia, \$65,632.13; U. S. Corporation Tax, \$160,447.65; total, \$3,486,571.97.

### GENERAL BALANCE SHEET.

ASSETS		
June 30, 1912, property investment, road and equipment		\$ 840,518,180 54
Less reserve for accrued depreciation		21,562,809 78
Total		\$ 818,955,370 76
Securities of proprietary, affiliated and controlled companies		47,661,640 58
Other investments		146,590,061 07
Working assets		72,616,342 57
Accrued income not due		406,666 67
Deferred debit items		8,538,819 50
Grand total		\$ 589,802,341 15
LIABILITIES		
Preferred stock not held by company	\$ 200,081,420 00	
Preferred stock held by company	9,750 00	
Receipts out for instalments paid	80 00	
Funded debt:		\$ 200,090,750 00
Mortgage bonds not held by company	\$ 148,757,909 09	
Mortgage bonds held by company	80,828,000 00	
Collateral trust bonds	107,618,500 00	
Working liabilities		282,300,409 09
Accrued liabilities not due		18,892,039 74
Deferred credit items		1,666,491 97
Appropriated surplus:		1,110,825 43
Additions to property since June 30, 1907, through income	\$ 11,862,129 02	
Reserves from income or surplus not specifically invested	6,798,061 58	
		18,660,190 55
Profit and loss		57,182,184 87
Grand total		\$ 589,802,341 15

## EMPLOYEES AND SALARIES—ENTIRE LINE.

Class	Number	Total compensation	Average daily compensation
General officers .....	28	\$ 270,915 17	\$ 28 42
Other officers .....	115	329,004 97	7 95
General office clerks .....	1,165	886,981 20	2 22
Station agents .....	714	543,358 07	2 31
Other stationmen .....	2,083	887,042 79	2 00
Engine men .....	1,273	1,496,945 90	4 91
Firemen .....	1,361	906,974 13	3 26
Conductors .....	1,524	1,181,027 34	4 48
Other trainmen .....	3,352	1,681,410 42	2 64
Machinists .....	547	612,015 81	4 25
Carpenters .....	848	675,314 21	2 76
Other shopmen .....	6,706	3,383,528 82	2 25
Section foremen .....	1,188	782,294 56	2 12
Other trackmen .....	12,901	6,012,192 51	1 56
Switch tenders, crossing tenders and watchmen .....	538	281,723 92	1 88
Telegraph operators and dispatchers .....	753	526,493 48	2 60
Employees, account clothing equipment .....	2	1,756 05	3 28
All other employees and laborers .....	3,172	2,011,840 47	2 18
Total (including general officers) .....	38,301	\$ 22,516,819 09	\$ 2 25
Total (excluding general officers) .....	38,275	22,245,908 92	2 22
Employees and salaries State of Oregon—total including general officers .....	21	23,544 89	3 67

*Traffic and Mileage Statistics—State of Oregon*—Number of passengers earning revenue, 83,993; number of passengers carried one mile, 740,486; one mile per mile of road, 79,947; average distance carried, 8.82 miles; total passenger revenue, \$21,861.55; average amount received from each passenger, \$0.26028; average receipt per passenger per mile, \$0.02962; total passenger service revenue, \$24,219.88; per mile of road, \$2,484.09; per train mile, \$1,29352.

Number of tons carried, freight earning revenue, 54,087; tons carried one mile, 478,745; per mile of road, 49,102; average hauled one ton, 8.85 miles.

Total freight revenue, \$9,367.51; amount received for each ton of freight, \$0.17219; receipt per ton per mile, \$0.01957; freight revenue per mile of road, \$960.77; operating revenues, \$35,455.02; per mile of road, \$3,636.41; per train mile, \$1,89356.

Operating expenses, \$29,663.58; per mile of road, \$3,042.42; per train mile, \$1,58425; net operating revenues, \$5,791.44; per mile of road, \$593.99.

Average number of passengers per car mile, 12; per train mile, 40; average number of passenger cars per train mile, 5.44; average mileage operated during the year, 9.75.

Locomotive mileage revenue service: Passenger, 18,773; nonrevenue service, 26 miles.

Car Mileage: Passenger, 38,074; sleeping, parlor and observation, 25,458; other passenger cars, 38,341; total, 101,873; nonrevenue service car miles, 85.

Train mileage: Passenger, 18,724; nonrevenue service, 26.

NOTE.—No freight mileage statistics are shown for the reason that the freight train service of this company begins at Vancouver, Wash., and the business from that point to Portland is handled by the transfer engine and crew of the Spokane, Portland & Seattle Ry. Co.

*Traffic and Mileage Statistics—Entire Line—Passenger Traffic:* Number of passengers carried earning revenue, 8,168,364; number of passengers carried one mile, 547,843,549; number of passengers carried one mile per mile of road, 74,361; average distance carried, 67.07 miles.

Total passenger revenue, \$13,623,008.91; average amount received from each passenger, \$1.66778; average receipts per passenger per mile, \$0.02487.

Total passenger service train revenue, \$17,495,086.81; passenger service train revenue per mile of road, \$2,374.69; passenger service train revenue per train mile, \$1.40648.

*Freight Traffic:* Number of tons carried of freight earning revenue, 27,543,172; number of tons carried one mile, 6,237,714,227; number of tons carried one mile per mile of road, 845,317; average distance haul of one ton, 226.11 miles.

Total freight revenue, \$47,877,369.06; average amount received for each ton of freight, \$1.73827; average receipts per ton mile, \$0.00769; freight revenue per mile of road, \$6,498.62; freight revenue per train mile, \$4.62123.

Total Traffic: Operating revenues, \$66,160,622.52; operating revenues per mile of road, \$8,980.30; operating revenues per train mile, \$3.01013.

Operating expenses, \$37,610,569.39; operating expenses per mile of road, \$5,105.06; operating expenses per train mile, \$1.71118.

Net operating revenue, \$28,550,053.13; net operating revenue per mile of road, \$3,875.24.

Average number of passengers per car mile, 13; average number of passengers per train mile, 44; average number of passenger cars per train mile, 5.58.

Average number of tons of freight per loaded car mile, 21.94; average number of tons of freight per train mile, 607.11; average number of freight cars per train mile, 38.91; average number of loaded cars per train mile, 27.40; average number of empty cars per train mile, 10.57.

Average mileage operated during year, 7,367.31.

*Locomotive Mileage—Revenue Service:* Freight locomotive miles, 10,190,569; passenger locomotive miles, 12,042,193; mixed locomotive miles, 841,056; special locomotive miles, 21,403; switching locomotive miles, 3,953,498; total revenue locomotive mileage, 27,048,719; nonrevenue service locomotive miles, 1,475,256.

*Car Mileage—Revenue Service:* Freight car miles, loaded, 283,866,677; empty, 109,498,857; caboose, 9,766,463; total freight car miles, 403,131,997.

Passenger car miles, passenger, 24,593,485; sleeping, parlor and observation, 17,601,703; other passenger train cars, 27,259,873; total passenger car miles, 69,455,061.

Special car miles, freight, loaded, 191,879; caboose, 14,136; passenger 3,916; sleeping, parlor and observation, 63,311; other passenger train cars, 380; total special car miles, 273,622.

Total revenue car mileage, 472,860,680; nonrevenue service car miles, 15,486,837.

*Train Mileage—Revenue Service:* Freight train miles, 9,523,132; passenger train miles, 11,601,716; mixed train miles, 837,170; special train miles, 17,277; total revenue train mileage, 21,979,295; nonrevenue service train miles, 1,444,269.

*Freight Traffic Movement in Tons—Entire Line—Products of Agriculture:* Grain, 3,150,253; flour, 274,246; other mill products, 158,987; hay, 225,655; tobacco, 386; cotton, 15,750; fruit and vegetables, 389,003; other products of agriculture, 247,083; total, 4,461,363.

Products of Animals: Live stock, 226,352; dressed meats, 18,129; other packing house products, 14,655; poultry, game and fish, 29,134; wool, 10,223; hides and leather, 5,135; other products of animals, 34,215; total, 337,843.

Products of Mines—Anthracite coal, 532,028; bituminous coal, 1,860,366; lignite coal, 57,475; coke, 114,313; ores, 14,399,267; stone, sand and other like articles, 515,660; other products of mines, 73,630; total, 17,552,979.

Products of Forest: Lumber, 1,798,012; other products of forest, 853,912; total, 2,651,924.

Manufactures: Petroleum and other oil, 138,799; sugar, 29,739; naval stores, 189; iron, pig and bloom, 11,442; iron and steel rails, 74,091; other castings and machinery, 140,836; bar and sheet metal, 54,038; cement, brick and lime, 461,682; agricultural implements, 90,728; wagons, carriages, etc., 18,001; wines, liquors and beer, 52,387; household goods, 35,616; other manufactures, 266,486; total, 1,374,034; merchandise, 759,848; miscellaneous, 405,181; total tonnage, 27,543,172.

*Description of Equipment—Entire Line*—Locomotives owned or leased: Passenger, 271; electric, 4; freight, 781; oil motors, 1; switching, 132; total in service, 1,189; less leased, 2; total owned, 1,187.

Cars in Passenger Service: First class, 368; combination, 44; dining, 46; parlor, 31; sleeping, 193; baggage, express and postal, 338; total, 1,020.

Cars in Freight Service: Box, 30,468; flat, 3,488; stock, 1,910; coal, 2,288; refrigerator, 1,109; other cars in freight service, 8,377; total, 47,640.

Cars in Company's Service: Officers and pay, 27; gravel, 518; derrick, 34; caboose, 585; other road cars, 624; total, 1,789.

Total cars in service and owned, 50,449.

#### MILEAGE OF ROAD OPERATED—ENTIRE LINE.

	Single track	Second track	Other main track	Yard track and sidings	Total mileage operated
<b>LINE OWNED:</b>					
Main line.....	6,457.89	178.84	22.38	1,740.08	8,398.64
Branches and spurs.....	78.33			34.88	113.21
Lines of proprietary companies.....	622.50			96.46	718.96
Line operated under trackage right.....	824.14				824.14
Total mileage operated.....	7,482.86	178.84	22.38	1,871.42	9,554.95
New line constructed during year.....	69.62			46.75	116.37
<b>RAILS:</b>					
Iron and steel.....	6.71			1,871.42	
Steel.....	7,151.51	178.84	22.38		7,352.68

## MILEAGE OF LINE OPERATED—BY STATE AND TERRITORIES.

	Main line	Branches and spurs	Line operated under trackage rights	Line operated by proprietary companies	Total	New construction during year
Wisconsin .....	87.47		5.88		43.85	
Minnesota .....	2,061.25	89.38	12.50	1.82	2,114.95	
South Dakota .....	262.86				262.86	
North Dakota .....	1,584.18	11.78	19.06		1,615.02	51.41
Iowa .....	77.86				77.86	
Montana .....	1,502.19	11.08	14.89		1,528.16	
Idaho .....	79.66	1.99		25.79	107.44	
Washington .....	852.42	14.10	177.25	17.84	1,061.61	
Oregon .....			9.75		9.75	
Manitoba .....			69.24	167.27	236.51	6.06
British Columbia .....			15.57	409.78	425.35	12.16
Total mileage operated .....	6,457.89	78.88	824.18	622.50	7,482.36	69.62

## MILEAGE OF LINE OWNED—BY STATES (Single track)

	Main line	Branches and spurs	Total mileage owned	New line constructed
Wisconsin .....	87.47		87.47	
Minnesota .....	2,061.25	45.62	2,106.87	
South Dakota .....	262.86		262.86	
North Dakota .....	1,584.18	11.78	1,595.96	51.41
Iowa .....	77.86		77.86	
Montana .....	1,502.19	11.08	1,513.27	
Idaho .....	79.66	1.99	81.65	
Washington .....	852.42	25.52	877.94	
Total .....	6,457.89	95.99	6,553.88	51.41

## GREAT SOUTHERN RAILROAD COMPANY.

Organized June 2, 1908, under the laws of Oregon.

*Directors*—John Heimrich, Portland, Oregon; J. G. Heimrich, The Dalles, Oregon; J. L. Meier, Portland, Oregon; George W. Joseph, Portland; S. A. Hull, Seattle, Wash.

*Officers*—Chairman of the Board and President, John Heimrich; Vice-President, J. L. Meier; Secretary and General Attorney, George W. Joseph; General Manager and Treasurer, J. G. Heimrich; Auditor, A. E. Froembling; Chief Engineer, W. P. Smith.

*Road Operated*—Line owned, main line: The Dalles, Oregon, to Dufur, Oregon, 29.67 miles; yard track and siding, 3 miles; total mileage operated and owned, all tracks, 32.67.

## CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 1,000; par value, \$100 per share; total par value authorized, outstanding, not held by respondent, \$100,000, issued for cash at par.

*Funded Debt* — First mortgage, 5% bonds, maturing July 1, 1928; par value authorized, \$5,000,000; total par value outstanding not held by respondent, \$450,000; amount of interest accrued and paid during the year, \$20,825.56.

Purpose for which funded debt was issued: Issued during the year for cash, \$44,000 par value; cash realized, \$39,600; total par value outstanding, issued for cash, \$450,000; total cash realized, \$310,267.

Total capitalization par value outstanding, \$550,000; per mile of line, \$18,537.

*Expenditures for Road and Equipment during year*—Road, \$126,329.86; general expenditures, \$194.66; total, \$126,524.52; cost of road and equipment to June 30, 1912, \$641,135.58; less reserve for accrued depreciation, \$7,529.15; net total, \$633,606.43; cost per mile of line, \$15,579.21.

*Income Account*—Operating income: Operating revenues, \$49,433.96; operating expenses, \$28,488.87; net operating revenue, \$20,945.09; taxes accrued, \$3,010.12; operating income, \$17,934.97; other income, \$2,247.54; gross corporate income, \$20,182.51.

Deductions: Interest accrued on funded debt, \$20,825.56; other interest, \$1.78; extinguishment of discount on securities, \$1,182.36; other deductions, \$101.50; total, \$22,111.20.

Balance per year carried to debit of profit and loss, \$1,928.69.

*Profit and Loss Account*—Credit: Balance June 30, 1911, \$39,484.90;

Debit: Balance for year, from income account, \$1,928.69; balance, credit June 30, 1912, \$37,556.21; total, \$39,484.90.

*Operating Revenues*—Freight, \$35,715.32; passenger, \$10,356.80; excess baggage, \$138; mail, \$1,795.26; express, \$457.30; total passenger service train revenue, \$12,747.36; switching revenue, \$834; total revenue from transportation, \$49,296.68.

Revenue from operations other than transportation: Storage, freight, \$1.10; storage, baggage, \$51.18; car service, \$56; rents of building and other property, \$29; total revenue, \$137.28.

Total operating revenues, \$49,433.96.

(NOTE.—All revenues reported above are considered intrastate.)

*Operating Expenses*—Maintenance of way and structures, \$7,572.35; maintenance of equipment, \$3,490.36; traffic expenses, \$1,073.08; transportation expenses, \$12,959.42; general expenses, \$3,393.66; total, \$28,488.87.

Ratio of operating expenses to operating revenues, 57.63%.

*General Balance Sheet*—Assets: Road and equipment, \$641,135.58; less reserve for accrued depreciation, \$7,529.15; total, \$633,606.43; working assets, \$14,651.59; unextinguished discount on funded debt, \$22,464.80; grand total, \$670,722.82.

Liabilities: Common stock, \$100,000; mortgage bonds, \$450,000; working liabilities, \$81,901.64; deferred credit items, \$1,264.97; profit and loss, \$37,556.21.

## EMPLOYEES AND SALARIES.

Class	Number	Total yearly compensation	Average daily compensation
General officers.....	6	\$ 3,765 35	\$ 3 96
Station agents.....	2	1,844 00	2 57
Other stationmen.....	1	895 15	2 46
Enginemen.....	1	1,085 88	2 95
Firemen.....	1	720 83	1 97
Conductors.....	1	1,082 90	2 95
Other trainmen.....	1	720 97	1 97
Carpenters.....	7	215 00	3 41
Other shopmen.....	4	178 00	3 88
Section foremen.....	1	720 00	1 97
Other trackmen.....	8	2,832 15	1 50
Switch tenders, crossing tenders and watchmen.....	1	612 84	1 64
All other employees and laborers.....	2	240 00	33
Total (including general officers).....	86	\$ 14,958 07	\$ 2 14
Total (excluding general officers).....	80	11,187 72	1 86

NOTE.—Three general officers do not receive compensation.

*Traffic and Mileage Statistics*—Passenger Traffic: Number of passengers carried earning revenue, 14,175; number of passengers carried one mile, 323,834; number of passengers carried one mile per mile of road, 10,915; average distance carried, 22.85 miles.

Total passenger revenue, \$10,356.80; average amount received from each passenger, \$0.73064; average receipts per passenger per mile, \$0.03198.

Total passenger service train revenue, \$12,747.36; passenger service train revenue per mile of road, \$429.67; passenger service train revenue per train mile, \$0.59923.

Freight Traffic: Number of tons carried of freight earning revenue, 18,594; number of tons carried of intrastate freight earning revenue, 18,594; number of tons carried one mile, 424,976; number of tons carried one mile (intrastate), 424,976; number of tons carried one mile per mile of road, 14,323; number of tons carried one mile (intrastate) per mile of road, 14,323; average distance haul of one ton, 22.86 miles; average distance haul of one ton (intrastate), 22.86.

Total freight revenue, \$35,715.32; total intrastate freight revenue, \$35,715.32; average amount received for each ton of freight, \$1.36636; average amount received for each ton of intrastate freight, \$1.36636; average receipt per ton per mile, \$0.05978; average receipts per ton per mile (intrastate), \$0.05978; freight revenue per mile of road, \$1,203.75; freight revenue per train mile, \$1.67890.

Total Traffic: Operating revenues, \$49,433.96; operating revenues per mile of road, \$1,666.13; operating revenues per train mile, \$2,323.79.

Operating expenses, \$28,488.87; operating expenses per mile of road, \$960.19; operating expenses per train mile, \$1,339.20.

Net operating revenue, \$20,945.09; net operating revenue (or deficit) per mile of road, \$705.94.

Average number of passengers per car mile, 9; average number of passengers per train mile, 15; average number of passenger cars per train mile, 1.66.

Average number of tons of freight per loaded car mile, 19.49; average number of tons of freight per train mile, 28.09; average number of

freight cars per train mile, 2.12; average number of loaded cars per train mile, 1.44; average number of empty cars per train mile, .68.

Average mileage operated during year, 29.67.

*Locomotive Mileage*—Revenue Service: Mixed locomotive miles, 21,273; switching locomotive miles, 1,098; total revenue locomotive mileage, 22,371.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 30,658; empty, 14,426; total freight car miles, 45,084.

Passenger car miles: Passenger, 34,530; total passenger car miles, 34,530.

Total revenue car mileage, 79,614.

*Train Mileage*—Revenue Service: Mixed train miles, 21,273; total revenue train mileage, 21,273.

*Freight Traffic Movement in Tons—Entire Line*—(All traffic considered intrastate.)

Products of Agriculture: Grain, 12,701; flour, 103; other mill products, 43; hay, 661; tobacco, 5; fruit and vegetables, 202; total, 13,715.

Products of Animals: Livestock, 282; dressed meats, 20; other packinghouse products, 5; poultry, game and fish, 5; wool, 6; hides and leather, 8; total, 326.

Products of Mines: Anthracite coal, 44; bituminous coal, 27; stone, sand and other like articles, 2,702; total, 2,773.

Products of Forest: Lumber, 360; other products of forest, 186; total, 546.

Manufactures: Petroleum and other oils, 66; sugar, 44; castings and machinery, 59; cement, brick and lime, 64; agricultural implements, 31; wagons, carriages, etc., 17; wines, liquors and beers, 76; household goods and furniture, 65; total, 422.

Merchandise, 553; miscellaneous, other commodities not mentioned above, 259.

Total tonnage, 18,594.

*Description of Equipment*—Locomotives, owned and in service, 2; cars in passenger service, first class, 1; combination, 1; total, 2.

Cars in freight service: Box, 5; flat, 2; stock, 3; total, 10.

Total cars owned and in service, 12.

*Characteristics of Road*—Alignment: Number of curves, 143; aggregate length of curved line, 11.05 miles; length of straight line, 18.62 miles.

Profile: Length of level line, 1.90; ascending grades, 139; sum of ascents, 1,212.5 feet; aggregate length of ascending grades, 26.73 miles; descending grades, 15; sum of descents, 51.6 feet; aggregate length of descending grades, 1.04 miles.

Bridges: Wooden, 38; aggregate length, 2,107 feet.

Trestles, 1; aggregate length, 206 feet.

Overhead crossing, 1.

Gauge of track, 4 feet, 8½ inches; 29.57 miles.



## THE INDEPENDENCE AND MONMOUTH RAILWAY COMPANY.

Organized March 23, 1889, under the laws of Oregon.

*Directors*—H. Hirshberg, J. Dornsife, Independence, Oregon; D. W. Sears, Portland, Oregon.

*Principal Officers*—Chairman of the Board, H. Hirshberg; Vice-President and Secretary, D. W. Sears; General Superintendent, J. Dornsife.

*Road Operated*—Line Owned: Main line from Independence to Monmouth, Oregon, 2.50 miles; line operated under trackage rights, Southern Pacific Company, Dallas, Oregon, to Airlie, Oregon, 16.3 miles; Southern Pacific Company, Salem, Falls City & Western, Independence, Oregon, to West Salem, distance, 13.09 miles.

Total mileage operated, 31.89 miles.

### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 500; total par value authorized, \$25,000; outstanding not held by respondent, \$25,000; all stock issued for cash and par value realized therefor.

Total capitalization, \$25,000; per mile of line (2.50 miles), \$10,000.

*Road and Equipment*—Expenditures during the year, \$255.89; total cost to June 30, 1912, \$31,349.90; per mile of line, \$12,539.96.

*Income Account*—Operating revenue, \$28,497.91; operating expenses, \$17,787.27; net operating revenue, \$10,710.64; taxes accrued, \$431.46; operating income, \$10,279.18.

Deductions: Joint facilities, \$6,209.41; net corporate income, \$4,069.97.

*Profit and Loss Account*—Credit: Balance June 30, 1911, \$9,902.57; balance for year from income account, \$4,069.97; total, \$13,972.54.

Debit: Dividend declared during the year, \$2,500; balance credit, June 30, 1912, \$11,472.54; total, \$13,972.54.

*Operating Revenues*—Revenues from Transportation: Passenger, \$16,985.06; excess baggage, \$326.73; mail, \$823.92; express, \$1,778.44; milk, \$326.06; other passenger train revenue, \$910.00; total passenger service, train revenue, \$21,150.21; switching revenue, \$3,492.50; miscellaneous transportation revenue, \$3,855.20; total operating revenue, \$28,497.91.

*Operating Expenses*—Maintenance of way and structure, \$2,175.71; maintenance of equipment, \$1,775.63; traffic expenses, \$278.25; transportation expenses, \$12,007.88; general expenses, \$1,569.80; total operating expenses, \$17,787.27.

Ratio of operating expenses to operating revenue, 62.41 per cent.

*General Balance Sheet*—Assets: Road and equipment, \$31,349.90; working assets, \$6,110.24; grand total, \$37,460.14.

Liabilities: Capital stock, common, \$25,000; working liabilities, \$987.60; profit and loss balance, \$11,472.54; grand total, \$37,460.14.

## EMPLOYEES AND SALARIES.

Class	Number	Total yearly compensation	Average daily compensation
General officers.....	1	\$ 1,200 00	\$ 3 29
Other officers.....	1	860 00	99
General office clerks.....	1	360 99	99
Other stationmen.....	1	120 00	33
Enginemen.....	2	2,120 00	2 20
Firemen.....	2	1,205 15	1 79
Conductors.....	2	1,668 90	2 58
Other trainmen.....	1	780 50	1 97
Section foremen.....	1	600 00	1 91
Other trackmen.....	1	570 25	1 71
Total (including general officers).....	12	\$ 8,984 80	\$ 2 00
Total (excluding general officers).....	11	7,784 80	1 89

*Traffic and Mileage Statistics*—Number of passengers carried earning revenue, 77,090; total passenger revenue, \$16,985.06; average amount received from each passenger, \$0.22033; total passenger service train revenue, \$21,150.21; per mile of road, \$663.22.

*Operating Revenues*—\$28,497.91; per mile of road, \$883.69.

*Operating Expenses*—\$17,787.27; per mile of road, \$557.76.

Net operating revenue, \$10,710.64; per mile of road, \$335.86.

Average mileage operated during the year, 31.89.

*Description of Equipment*—Locomotives owned and in service, 3; cars owned in passenger service, first class, 1; second class, 1; combination, 2; total, 4.

## MT. HOOD RAILROAD COMPANY.

Organized February 23, 1905, under the laws of Utah.

*Directors*—W. H. Eccles, Baker, Oregon; David Eccles, Ogden, Utah; John Inglis, Inglis, Oregon; Charles T. Early, Hood River, Oregon; D. C. Eccles, Ogden, Utah.

*Officers*—President W. H. Eccles; Secretary and Treasurer, H. H. Rolapp; General Superintendent, Charles T. Early.

*Road Operated*—Single track, Hood River, Oregon, to Parkdale, Oregon, 22.20 miles; road operated all tracks, main line, single track, 22.20 miles; yard track and sidings, 1.76 miles; total mileage operated all tracks, 23.96 miles.

## CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 2,500; total par value authorized outstanding not held by respondent, \$250,000.

Purpose of issue, 2,000 shares issued as bonus on bonds; 500 shares sold to stockholders at \$10 per share.

*Funded Debt*—Mortgage bond 6%, maturing January 1, 1927; total par value authorized outstanding not held by respondent, \$500,000; interest accrued during the year, \$30,000; paid during the year, \$30,000.

*Total Capitalization*—Total par value outstanding, \$750,000; amount per mile of line, (22.20 miles), \$33,783.

*Expenditures for Road and Equipment*—Additions and betterments during the year, road, \$7,843.89; equipment, \$988.08; total, \$8,831.97; total expenditures to June 30, 1912, \$402,809.48; less reserve for accrued depreciation, \$20,518.45.

Net total, \$382,291.03; cost per mile of line, \$17,220.31.

*Income Account*—Operating income: Operating revenues, \$68,465.59; operating expenses, \$31,555.44; net operating revenue, \$36,910.15; taxes accrued, \$5,438.27; operating income, \$31,471.88; deductions from gross corporate income, rent of joint facilities, \$75.00; interest accrued on funded debt, \$30,000; extinguishment of discount on security, \$18,812.50; total deductions, \$48,887.50; net corporate loss, \$17,415.62.

*Profit and Loss*—Balance June 30, 1911, debit, \$16,806.32; balance for year brought forth from income account, \$17,415.62; appropriations for additions and betterments, \$8,831.97; total, June 30, 1912, \$43,053.91.

*Operating Revenues*—Revenue from transportation, freight, \$48,212.58; passenger, \$13,713.75; excess baggage, \$61.50; mail, \$939.19; total passenger train revenue, \$14,714.44; miscellaneous transportation revenue, \$5,083.54; total revenue from transportation, \$68,010.56; revenues from operation other than transportation, telephone and telegraph service, \$255.03; rents of buildings and other property, \$200; total, \$455.03; total operating revenue, \$68,465.59.

NOTE.—All the above operating revenues are considered intrastate.

*Operating Expenses*—Maintenance of way and structures, \$11,584.43; maintenance of equipment, \$3,214.96; transportation expenses, \$13,241.77; general expenses, \$3,514.28; total, \$31,555.44.

Ratio of operating expenses to operating revenues, 46.09 per cent.

*General Balance Sheet*—Road and equipment, \$402,809.48, less reserve for accrued depreciation, \$20,518.45; total, \$382,291.03; working assets, \$66,269.12; unextinguished discount on securities, \$272,781.25; profit and loss debit balance, \$43,053.91; less additions to property since June 30, 1907, through income, (\$11,937.13), \$31,116.78; grand total, \$752,458.18.

Liabilities: Capital stock, \$250,000; mortgage bonds, \$500,000; miscellaneous accounts payable, \$2,458.18; grand total, \$752,458.18.

## EMPLOYEES AND SALARIES—ENTIRE LINE AND STATE OF OREGON.

Class	Number	Total yearly compensation	Average daily compensation
General officers .....	1	\$ 2,400 00	\$ 6 56
Station agents .....	2	1,321 25	2 52
Enginemen .....	2	1,476 60	3 31
Firemen .....	1	1,048 50	2 49
Conductors .....	1	1,268 40	3 50
Other trainmen .....	2	1,301 04	2 50
Carpenters .....	1	876 50	2 36
Section foremen .....	2	1,332 50	2 75
Other trackmen .....	14	4,221 95	1 58
Switch tenders, crossing tenders and watchmen .....	1	736 00	2 01
Total (including general officers) .....	26	\$ 15,482 74	\$ 2 43
Total (excluding general officers) .....	25	13,082 74	2 18

*Traffic and Mileage Statistics*—**Passenger Traffic:** Number of passengers carried earning revenue, 24,837; number of passengers carried one mile, 347,718; number of passengers carried one mile per mile of road, 15,663; average distance carried, 14 miles.

Total passenger revenue, \$13,713.75; average amount received from each passenger, \$0.55215; average receipt per passenger per mile, \$0.03943.

Total passenger service train revenue, \$14,714.44; passenger service train revenue per mile of road, \$662.81; passenger service train revenue per train mile, \$0.86251.

**Freight Traffic:** Number of tons carried of freight earning revenue, 47,049; number of tons carried of intrastate freight earning revenue, 47,049; number of tons carried one mile, 752,784; number of tons carried one mile (intrastate), 752,784; number of tons carried one mile per mile of road, 33,909; number of tons carried one mile (intrastate) per mile of road, 33,909; average distance haul of one ton, 16 miles; average distance haul of one ton (intrastate), 16 miles.

Total freight revenue, \$48,212.58; total intrastate freight revenue, \$48,212.58; average amount received for each ton of freight, \$1.02472; average amount received for each ton of intrastate freight, \$1.02472; average receipts per ton per mile, \$0.06404; average receipts per ton per mile (intrastate), \$0.06404; freight revenue per mile of road, \$2,171.74; freight revenue per train mile, \$2.42369.

**Total Traffic:** Operating revenues, \$68,465.59; operating revenues per mile of road, \$3,084.03; operating revenue per train mile, \$3.44816.

Operating expenses, \$31,555.44; operating expenses per mile of road, \$1,421.41; operating expenses per train mile, \$1,586.34.

Net operating revenue, \$36,910.15; net operating revenue per mile of road, \$1,662.62.

Average number of passengers per car mile, 20; average number of passengers per train mile, 20; average number of passenger cars per train mile, 1.

Average number of tons of freight per loaded car mile, 29.75; average number of tons of freight per train mile, 37.84; average number of freight cars per train mile, 2.31; average number of loaded cars per train mile, .127; average number of empty cars per train mile, .104.

Average mileage operated during year, 22.20.

*Locomotive Mileage*—**Revenue Service:** Freight locomotive miles, 2,832; mixed locomotive miles, 17,060; total revenue locomotive mileage, 19,892; nonrevenue service locomotive miles, 2,363.

*Car Mileage*—**Revenue Service:** Freight car miles, loaded, 25,296; empty, 20,656; total freight service, 25,952.

Passenger car miles, passenger, 17,060; total passenger car miles, 17,060.

Total revenue car mileage, 63,112; nonrevenue service car miles, 1,163.

*Train Mileage*—**Revenue Service:** Freight train miles, 2,832; mixed train miles, 17,060; total revenue train mileage, 19,892; nonrevenue service train miles, 563.

*Freight Traffic Movement in Tons*—**Products of Agriculture:** Grain, 583; hay, 410; fruit and vegetables, 2,293; total, 3,286.

**Products of Animals:** Dressed meats, 198; total, 198.

**Products of Mines:** Stone, sand and other like articles, 233; total, 233.

Products of Forest: Lumber, 28,232; other products of forest, 13,481; total, 41,713.

Manufactures: Petroleum and other oil, 55; sugar, 195; other castings and machinery, 70; cement, brick and lime, 116; agricultural implements, 350; household goods and furniture, 357; other manufactures, 72; total, 1,225.

Miscellaneous, 394.

Total tonnage, 47,049.

*Description of Equipment*—Locomotives owned and in service, 3; cars owned and in service, passenger, second class, 2; combination, 1; total, 3; freight, box, 4; flat, 8; total, 12; in company's service other road cars, 2; total cars owned and in service, 17.

New ties laid during the year, fir, 7x8x8, 3,512; average price at distributing point, 34 cents.

*Characteristics of Road*—Alignment: Number of curves, 100; aggregate length of curved line, 8.37 miles; length of straight line, 13.84 miles.

Profile: Length of level line, 3.42 miles; ascending grades, 62; sum of ascents, 1,899.8 feet; aggregate length of ascending grades, 16.69 miles; descending grades, 62; sum of descents, 257.2 feet; aggregate length of descending grades, 2.6 miles.

Bridges: Wooden, 2; aggregate length, 236 feet; trestles, 13; aggregate length, 2,222 feet; overhead highway crossings, 2.

Gauge of track, 4 feet, 8½ inches; 22.20 miles.

Telegraph: Miles of line, 22.20; miles of wire, 44.40; all owned and operated by respondent.

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## MOUNT HOOD RAILWAY & POWER COMPANY.

Organized October 29, 1906, under the laws of Oregon.

NOTE.—This report is made as of March 21, 1912, on which date the company was merged with the Portland Railway Light & Power Company.

*Directors*—S. G. McMeen, W. N. Porter, A. H. Trego, C. W. Fulton, H. L. Rafferty, W. G. Chance, all of Portland, Oregon; R. C. Gillis, Los Angeles, California.

*Officers*—Chairman of the Board, R. C. Gillis; President, S. G. McMeen; Vice-President, C. W. Fulton; Secretary and Treasurer, Wm. N. Porter; Auditor, A. H. Trego; General Manager, C. B. Smith; Assistant General Manager, W. G. Chance; Chief Engineer, J. J. Goodwin; Traffic Manager, E. R. Ernsberger.

*Road Operated*—Portland, Oregon, to Bull Run, Oregon, 20.977 miles; sidings and turnouts, 2.591 miles; total mileage operated all tracks, 23.568; all constructed during the year.

## CAPITALIZATION.

*Capital Stock*—Number of shares authorized, 50,000; par value authorized, \$5,000,000; par value outstanding not held by respondent, \$3,100,000; in treasury, \$1,900,000.

*Funded Debt*—First mortgage sinking fund 5% 30-year gold bonds, maturing January, 1937; total par value authorized outstanding not held by respondent, \$5,000,000.

*Income Account*—Operating revenues, \$40,773.30; operating expenses, \$38,302.90; net operating revenues, \$2,470.40; net loss from light and power operations, \$7,083.62; gross income less operating expenses, deficit, \$4,613.36; taxes, \$495.10; net loss, \$5,108.32; surplus at beginning of year, \$1,237.26; deficit March 31, 1912, \$3,871.06.

*Operating Revenues*—Passenger, \$14,088.60; express, \$277.28; milk, \$704.62; freight, \$21,448.01; miscellaneous, \$2,472.59; total revenue from transportation, \$38,991.10; revenue from operations other than transportation car service, \$276.00; rent of equipment, \$1,505.20; rents of buildings and other property, \$1.00; total, \$1,782.20; total operating revenues, \$40,773.30.

*Operating Expenses*—Way and structures, \$4,451.90; equipment, \$3,663.50; traffic, \$1,422.46; conducting transportation, \$20,310.58; general and miscellaneous, \$8,454.46; total, \$38,302.90.

Ratio of operating expenses to operating revenues, 93.94 per cent.

*General Balance Sheet*—Assets: Cost of road, \$944,726.49; cost of equipment, \$112,071.81; stocks owned, respondent's own issue, in treasury, \$1,900,000; power plant, etc., \$7,412,453.42; cash and current assets, \$603,455.18; discount on bonds, \$958,683.47; commission on sale of bonds, \$100,000; deficit March 21st, \$3,071.06.

Liabilities: Capital stock, common, \$5,000,000; funded debt, \$5,000,000; current liabilities, \$98,486.72; taxes accrued not yet due, \$801.39; consumers' deposits, \$89.50; reserves, \$2,000,000.

*Mileage and Traffic Statistics*—Passenger car mileage, 44,438; freight, mail and express, 60,797; total, 105,235; regular fare passengers carried 53,043; passenger revenue, \$14,088.60; average fare, \$0.26567; total revenues from transportation, \$38,991.10; per car mile, \$0.37051; revenue from operation other than transportation, \$1,782.20; per car mile, \$0.01694; total operating revenues, \$40,773.30; per car mile, \$0.38745; total operating expenses, \$38,302.90; per car mile, \$0.36397.

*Employees*—General officers, 4; general office clerks, 7; superintendents, 2; other employees, 50; total, 63; aggregate salaries paid, \$23,785.35.

*Description of Equipment*—Locomotives, 2; passenger cars, 4; baggage cars, 2; freight cars, 56; work cars, 25.

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## NEVADA, CALIFORNIA-OREGON RAILWAY.

Organized March 31, 1888, under the laws of Nevada.

*Directors*—D. Comyn Moran; A. D. Moran, New York City, T. F. Dunaway; W. H. O'Neil, and A. H. Manning, Reno, Nevada.

*Officers*—President, D. Comyn Moran; Vice-President and General Manager, T. F. Dunaway; Secretary, R. P. Dunbar; Treasurer, A. D. Moran; General Counsel, James Glynn; Auditor, R. P. Dunbar; Chief Engineer, Geo. S. Oliver; Traffic Manager, H. P. McNemara.

*Road Operated*—Entire line, single track, Reno, Nevada, to Lakeview, Oregon, 237.75 miles; branches and spurs at Reno, Nevada, .73 miles; total, 238.58 miles; road operated in Oregon, from Oregon-California state line to Lakeview, Oregon, 13.91 miles.

## CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 14,500; par value authorized outstanding not held by respondent, \$1,450,000; preferred number of shares authorized, 7,500; par value authorized outstanding not held by respondent, \$750,000.

Total number of shares outstanding were issued for cash and the par value thereof realized.

*Funded Debt*—First mortgage 5% bonds maturing 1919; total par value authorized, \$1,500,000; par value outstanding, \$1,415,000; held in treasury, \$519,000; not held by respondent, \$896,000; interest accrued during the year, \$41,813.90; paid during the year, \$40,113.88.

*Purpose of Issue*—Issued for cash during the year, \$444,000; cash realized, \$198,210; total issue, \$1,415,000; cash realized, \$940,530.

Total capitalization par value outstanding, \$3,615,000; amount per mile of line, (238.58 miles), \$15,152.

*Cost of Road and Equipment*—Expenditures for new lines or extensions during the year, road, \$578,817.60; general expenditures, \$726.08; total, \$579,543.68.

Expenditures for additions and betterments during the year, road, \$3,552.01; equipment, \$49,426.10; total, \$52,978.11; total cost to June 30, 1912, \$3,850,154.98; per mile of line, \$16,137.77.

In Oregon total cost \$163,141.68; per mile of line, \$11,728.37.

*Income Account*—Operating revenue, \$386,590.05; operating expenses, \$261,745.14; net operating revenue, \$124,844.91; outside operations revenues, \$2,221.55; expenses, \$1,081.84; net revenue from outside operations, \$1,139.17; total net revenue, \$125,984.62; taxes accrued, \$18,841.30; operating income, \$107,143.32; other income, hire of equipment, \$2,236.37; miscellaneous rents, \$1,634.11; interest on securities, loans and accounts, \$506.52; total other income, \$4,377; gross corporate income, \$111,520.32; deductions, miscellaneous rents, \$102.48; interest accrued on funded debts, \$41,813.90; other interest, \$4,190.57; extinguishment of discount on securities, \$246.02; sinking and redemption funds, \$9,710; total deductions, \$56,062.97; net corporate income carried to credit of profit and loss, \$55,457.35.

*Profit and Loss*—Credit: Balance June 30, 1911, \$471,099.51; balance for year from income account, \$55,457.35; adjustments, account improvement and renewal fund, \$61,722.45; total, \$588,279.31.

Debit: Appropriations for additions and betterments expended during the year, \$52,978.11; held in reserve, \$227,021.89; extinguishment of discount on securities, \$2,543.98; adjustments of market value of Sierra & Mohawk Ry. stock, \$32,480.41; balance credit June 30, 1911, \$273,254.92; total, \$588,279.31.

*Operating Revenues — Entire Line* — Revenue from transportation: freight revenue, \$210,761.38; passenger, \$142,912.28; excess baggage, \$1,178.76; mail, \$19,672.47; express, \$8,667.30; total passenger service revenue, \$172,430.81; switching revenue, \$500.00; total revenue from transportation, \$383,692.19.

Revenues from operation other than from transportation, station and train privileges, \$135.00; storage freight, \$47.23; storage baggage, \$131.20; car service, \$144.00; rents of building and other property, \$1,380.25; miscellaneous, \$1,060.18; total revenue other than from transportation, \$2,897.86; total operating revenue, \$386,590.05.

*Operating Revenues, State of Oregon*—Intrastate Revenues: Passenger, \$19.05; mail, \$598.50; total revenue from transportation, \$617.55; total revenue other than transportation, \$25.50; total operating revenues, \$643.05.

Interstate revenue assigned to State: Freight, \$3,031.33; passenger, \$4,439.59; excess baggage, \$43.26; express, \$318.09; total passenger service, \$4,800.94; total passenger service other than transportation, \$7,832.27; revenue from operation other than transportation, \$4.95; total operating revenues, \$7,837.22.

*Operating Expenses*—Entire Line: Maintenance of way and structures, \$98,264.99; maintenance of equipment, \$45,708.47; traffic expenses, \$7,629.78; transportation expenses, \$86,705.19; general expenses, \$23,436.71; total operating expenses, \$261,745.14.

Ratio of operating expenses to operating revenue, 67.71 per cent.

State of Oregon: Maintenance of way and structures, \$3,666.57; maintenance of equipment, \$1,720.93; traffic expenses, \$278.49; transportation expenses, \$3,407.59; general expenses, \$855.44; state operating expenses State of Oregon, \$9,929.02.

Ratio of operating expenses to operating revenues, 117.08 per cent.

Taxes: Entire line, \$18,841.30; State of Oregon, \$411.65.

*Important Changes During the Year*—This company's line of road from California-Oregon state line to Lakeview, Oregon, distance 13.91 miles was put in operation January 10, 1912.

*General Balance Sheet*—Road and equipment, \$3,950,197.76; less reserve for accrued depreciation (\$100,042.78), \$3,850,154.98; working assets, cash, \$25,028.42; securities issued held in treasury, \$519,000; marketable securities, \$91,059; traffic and car service balances, \$4,618.38; due from agents and conductors, \$3,985.02; miscellaneous accounts receivable, \$15,829.75; material and supplies, \$59,651.16; other working assets, \$8,342.55; total, \$727,514.28; deferred debit items, \$1,406.99; grand total, \$4,579,076.25.

Liabilities: Capital stock, \$2, 200,000; mortgage bonds, \$1,415,000; working liabilities, loans and bills payable, \$170,328.08; traffic and car service balances, \$4,312.06; audited, vouchers and wages unpaid, \$30,022.59; other working liabilities, \$965.59; total, \$215,628.32; accrued liabilities not due, \$8,325.87; deferred credit items, \$8,355.67; appropriated surplus, additions to property to June 30, 1907, through income, \$205,079.58; reserves from income or surplus, first mortgage sinking fund, \$27,410; addition and betterment fund, \$227,021.89; total, \$459,511.47; profit and loss balance, \$273,254.92; grand total, \$4,579,076.25.

*Contracts Affecting Business in Oregon*—Contract entered into with United States Postoffice Department other than transportation of mail between California-Oregon State line and Lakeview, Oregon, at the rate of \$42.75 per mile.



## EMPLOYEES AND SALARIES.

Class	Num- ber	Total yearly compensation	Average daily com- pensation
General officers.....	8	\$ 17,425 00	\$ 7 72
Other officers.....	2	4,500 00	5 54
General office clerks.....	7	9,280 45	3 02
Station agents.....	12	8,345 20	2 88
Other stationmen.....	22	7,702 25	1 92
Enginemen.....	6	6,484 88	4 77
Firemen.....	8	4,586 41	3 00
Conductors.....	5	4,349 90	3 40
Other trainmen.....	7	3,777 55	2 68
Machinists.....	9	5,739 16	3 76
Carpenters.....	9	5,182 09	3 28
Other shopmen.....	32	17,210 26	2 90
Section foremen.....	10	6,811 50	2 17
Other trackmen.....	45	43,870 07	1 98
All other employees and laborers.....	3	738 15	2 66
Total (including general officers).....	235	\$ 146,082 85	\$ 2 68
Total (excluding general officers).....	227	128,657 85	2 46

NOTE.—General officers receiving no compensation 2.

## TRAFFIC AND MILEAGE STATISTICS — ENTIRE LINE.

*Passenger Traffic*—Number of passengers carried earning revenue, 29,305; number of passengers carried one mile, 2,459,897; number of passengers carried one mile per mile of road, 11,316; average distance carried, 83.4 miles.

Total passenger revenue, \$142,912.28; average amount received from each passenger, \$4.87672; average receipts per passenger per mile, \$0.05809.

Total passenger service train revenue, \$172,430.81; passenger service train revenue per mile of road, \$793.19; passenger service train revenue per train mile, \$1.23571.

*Freight Traffic*—Number of tons carried of freight earning revenue, 43,905; number of tons carried one mile, 4,957.161; number of tons carried one mile per mile of road, 22,803; average distance haul of one ton, 112.91 miles.

Total freight revenue, \$210,761.38; average amount received for each ton of freight, \$4.80039; average receipts per ton mile, \$0.04252; freight revenue per mile of road, \$969.51; freight revenue per train mile, \$1.555.

*Total Traffic*—Operating revenues, \$386,590.05; operating revenues per mile of road, \$1,778.32; operating revenues per train mile, \$2.29640.

Operating expenses, \$261,745.14; operating expenses per mile of road, \$1,204.03; operating expenses per train mile, \$1.55480.

Net operating revenue, \$124,844.91; net operating revenue per mile of road, \$574.29.

Average number of passengers per car mile, 12; average number of passengers per train mile, 18; average number of passenger cars per train mile, 2.44.

Average number of tons of freight per loaded car mile, 7.88; average number of tons of freight per train mile, 36.57; average number of freight cars per train mile, 7.29; average number of loaded cars per train mile, 4.64; average number of empty cars per train mile, 2.41.

Average mileage operated during year, 217.39.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 28,985; passenger locomotive miles, 33,012; mixed locomotive miles, 107,390; switching locomotive miles, 4,563.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 629,218; empty, 326,011; caboose, 33,082; total freight car miles, 988,311.

Passenger car miles, passenger, 180,453; sleeping, parlor and observation, 32,742; other passenger train cars, 127,290; total passenger car miles, 340,485.

Total revenue car mileage, 1,703.96; nonrevenue service car miles, 12,733.

*Train Mileage*—Revenue Service: Freight train miles, 28,807; passenger train miles, 32,809; mixed train miles, 106,731; total revenue train mileage, 168,347; nonrevenue service train miles, 1,454.

*Traffic and Mileage Statistics—State of Oregon*—Passenger Traffic: Number of passengers carried earning revenue, 5,159; number of passengers carried one mile, 72,000; number of passengers carried one mile per mile of road, 5,176; average distance carried, 13.91 miles.

Total passenger revenue, \$4,458.04; average amount received from each passenger, \$0.86425; average receipts per passenger per mile, \$0.06193.

Total passenger service train revenue, \$5,418.49; passenger service train revenue per mile of road, \$389.54; passenger service train revenue per train mile, \$1.05562.

*Freight Traffic*—Number of tons carried of freight earning revenue, 3,307; number of tons carried one mile, 45,967; number of tons carried one mile per mile of road, 3,305; average distance haul of one ton, 13.87.

Total freight revenue, \$3,031.33; average amount received for each ton of freight, \$0.91664; average receipts per ton mile, \$0.06595; freight revenue per mile of road, \$217.92; freight revenue per train mile, \$1,01552.

*Total Traffic*—Operating revenues \$8,480.27; operating revenues per mile of road, \$209.65; operating revenues per train mile, \$1.33441.

Operating expenses, \$9,929.02; operating expenses per mile of road, \$713.80; operating expenses per train mile, \$1.56239.

Net operating deficit, \$1,448.75; per mile of road, \$104.15.

Average number of passengers per car mile, 8; average number of passengers per train mile, 14; average number of passenger cars per train mile, 2.07.

Average number of tons of freight per loaded car mile, 6.68; average number of tons of freight per train mile, 10.01; average number of freight cars per train mile, 2.47; average number of loaded cars per train mile, 1.50; average number of empty cars per train mile, .71.

Average mileage operated during year, 13.91.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 1,222; passenger locomotive miles, 1,763; mixed locomotive miles, 3,370; switching locomotive miles, 15; total revenue locomotive mileage, \$6,370; nonrevenue service locomotive miles, 52.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 6,880; empty, 3,261; caboose, 1,222; total freight car miles, 11,363.

Passenger car miles: Passenger, 6,780; sleeping, parlor and observation, 1,974; other passenger train cars, 1,890; total passenger car miles, 10,644.

Total revenue car mileage, 22,007; nonrevenue service car miles, 504.

*Train Mileage*—Revenue Service: Freight train miles, 1,222; passenger train miles, 1,763; mixed train miles, 3,370; total revenue train mileage, 76,355; nonrevenue service train miles, 52.

*Freight Traffic Movement in Tons—Entire Line*—Products of Agriculture: Grain, 1,695; flour, 243; other mill products, 110; hay, 257; fruit and vegetables, 582; other products of agriculture, 105; total, 2,992.

Products of Animals: Live stock, 12,393; dressed meats, 15; other packing products, 50; poultry, game and fish, 13; wool, 1,236; hides and leather, 30; other products of animals, 125; total, 15,862.

Products of Mines: Bituminous coal, 146; stone, sand and other like articles, 568; other products of mines, 996; total, 1,710.

Products of Forest: Lumber, 9,008; other products of forest, 814; total, 9,822.

Manufactures: Petroleum and other oils, 1,731; sugar, 451; iron and steel rails, 2,267; other castings and machinery, 363; bar and sheet metal, 86; cement, brick and lime, 1,114; agricultural implements, 319; wagons, carriages, tools, etc., 291; wines, liquors and beer, 555; household goods and furniture, 424; other manufactures, 2,188; total, 9,789.

Merchandise, 5,616; miscellaneous, 114; total tonnage, 43,905.

*Description of Equipment*—Entire Line: Locomotives, passenger, 3; freight, 8; total in service, 11; cars in service, passenger, first class, 4; second class, 2; combination, 3; sleeping, 2; baggage, express and postal, 3; total, 14; cars in freight service, 50; flat, 78, stock, 35; total, 163; cars in company's service, officers and pay, 1; derrick, 1; caboose, 2; other road, 32; total, 36; total cars in service, 213; equipment owned not in service of respondent, locomotives, 1.

*Mileage of Road Operated all Tracks*—Main line, single track, 237.85; yard track and siding, 10.89; total, 248.74; branches and spurs, single track, .73 miles; total mileage operated all tracks, entire line, 249.47.

*New Line Constructed During the Year*—Single track, 54.96 miles; yard track and sidings, 2.52 miles; total all tracks, 57.48 miles.

*Mileage of Road Operated*—All Tracks State of Oregon: Line owned, main line, single track, 13.91; yard track and siding, .85; total, 14.76.

New line constructed during the year: Single track, 13.91 miles; yard track and siding, .85 miles; total all track, 14.76.

New rails laid during the year, 122.64 tons; average price at distributing point, \$33.21; new ties laid during the year, pine, 47,326; average price at distributing point, 33 cents.

*Characteristics of Road*—Alignment: Entire line, number of curves, 580; aggregate length of curved line, 76.75 miles; length of straight line, 161.10 miles.

Profile: Length of level line, 79.79 miles; ascending grades, 54; sum of ascents, 3,710.6 feet; aggregate length of ascending grade, 70.07 miles; descending grades, 53; sum of descents, 3,467.1 feet; aggregate length of descending grade, 82.99 miles.

Trestles, 183; aggregate length, 7,432 feet; gauge of track, 3 feet; 237.85 miles.

Telegraph: Miles of line and wire owned and operated, 115; owned and operated by Nevada California-Oregon Telegraph and Telephone Company, but located on property of respondent; miles of line, 226; miles of wire, 452.

*Characteristics of Road*—State of Oregon—Alignment: Number of curves, 10; aggregate length of curved line, .98 miles; length of straight line, 12.92 miles.

Profile: Length of level line, 13.91 miles; no ascending or descending grades.

Trestles, 15, aggregate length, 424 feet; gauge of track, 3 feet; 13.91 miles.

Telegraph: 14.25 miles of line and 30 miles of wire owned and operated by Nevada California-Oregon Telegraph and Telephone Company, but located on property of respondent.

## NORTHERN PACIFIC RAILWAY COMPANY.

Chartered by the State of Wisconsin, March 15, 1870; amended January 21, 1871; March 6, 1871, and April 15, 1895.

Original name, Superior & St. Croix Railroad Company, changed in July, 1896, by resolution of stockholders and directors to Northern Pacific Railway Company.

*Directors*—Howard Elliott, St. Paul, Minn.; J. Pierpont Morgan, Jr., London, England; Louis Cass Ledyard, Thos. W. Lamont, Chas. Steele, Geo. F. Baker, Arthur Curtiss James, Wm. S. Tod, Grant B. Schley, Wm. Sloane, Wm. P. Clough, Geo. F. Baker, Jr., Amos Tuck French, Jas. N. Hill, Payne Whitney, all of New York City.

*Officers*—President, Howard Elliott; First Vice-President, Jas. N. Hill; Second Vice-President, Jule M. Hannaford; Third Vice-President, Geo. T. Slade; Assistant to President, Geo. T. Reid; Secretary, Geo. H. Earl; Treasurer, Charles A. Clark; General Counsel, Francis Lynde Stetson and Chas. W. Bunn; Comptroller, Henry A. Gray; Assistant Comptroller, Wm. G. Johnson; General Managers, G. A. Goodell and E. C. Blanchard; Chief Engineer, W. L. Darling; General Superintendents, C. L. Nichols, J. M. Rapleeje, E. P. Richards; Traffic Manager, J. G. Woodworth; General Freight Agent, J. B. Baird; General Passenger Agent, A. M. Cleland; Land Commissioner, Thos. Cooper.

*Transportation Corporations Controlled*—Oregon: Spokane, Portland & Seattle Railway Company extent of control, 50%. Other parties to control, Great Northern Railway Company, Northern Pacific Terminal Co.; extent of control, 40%; other parties to control, Oregon-Washington R. R. & Navigation Company and Southern Pacific Company.

## ROAD OPERATED.

	In Oregon	Entire line
Line owned—main line .....		2,764.89
Willbridge, Oregon to Portland, Or., 3.62; proportion of joint tracks owned, 2.11 miles .....	5.73	
Branches and spurs .....		3,297.43
Washington State line to Pendleton, 80.38 miles; Smeltz, Or., to Athena, Or., 14.54 miles; spurs to industries, 1.70 miles, and proportion of joint spurs owned, 1.49 .....	48.11	
Line operated under lease for specified sum .....		195.00
Line operated under trackage rights .....		162.70
Main track, Spokane, Portland and Seattle Railway, Washington State line to Willbridge, 5.23; N. P. Terminal Company in Portland, .92 miles, less proportion owned included above, 2.11 miles .....	4.04	
Spur tracks N. P. Terminal Company in Portland, 3.97 miles, less proportion included above, 1.49 miles .....	2.48	
Total .....	60.36	6,420.02

*Outside Operations*—Sleeping cars, one-half interest owned, dining cars, observation and chair cars and restaurants, wholly owned, in states traversed by line of road. Stock yards in Minnesota, one-ninth interest owned.

*Road Acquired Through Lease or Other Agreement*—Washington Central Railway Company, 130.69 miles, leased for 999 years from June 1, 1898; Northern Pacific Railway Company maintains, operates and guarantees interest on outstanding bonds.

Oregon Short Line Railway Company (Utah Northern Ry.), 64.43 miles; 999 years from August 1, 1886, rental 6% per annum on valuation of property leased, payable semi-annually; original lease was to Montana Union Ry. Co., and by that company assigned to Northern Pacific Ry. Co. October 7, 1898.

*Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement*—Provincial government of Manitoba, 355.58 miles; 999 years from July 15, 1901, rental payable quarterly in cash; provisions purchased at any time during life of lease for \$7,000,000. Butte, Anaconda & Pacific Ry. Co., 9.91 miles, 5 years from May 7, 1908; rental \$10,000 per annum and taxes, lessees to maintain property. Spokane, Portland & Seattle Ry. Co., 36.14 miles, for 999 years from January 12, 1911; rental \$3,000 per month plus 5% per annum on additions and betterments.

#### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 2,500,000; total par value authorized, \$250,000,000; outstanding, \$247,998,400; in treasury, \$54,000; not held by respondent, \$247,944,400 (dividends declared during the year, 7%, \$17,357,788); receipts outstanding for installments paid, \$1,600.00, not held by respondent; dividends, \$112.00.

Purpose of Issue: Issued for cash, number of shares during the year, 1; cash realized, \$100.00; number of shares outstanding, 929,984; total cash realized, \$92,924,837; issued for purchase of railway, other property and acquisition of securities, total number of shares outstanding, 1,550,000; total cash realized, \$155,000,000; applied to purchase of Northern Pacific Railroad Company property.

*Funded Debt*—Mortgage bonds total par value outstanding, \$191,365,500; in treasury, \$15,241,500; total par value not held by respondent, \$176,124,000; interest accrued during the year charged to income, \$6,680,810; amount paid during the year, \$6,658,642.50; collateral trust bonds par value outstanding, \$107,613,500; in treasury, \$2,139,000; not held by respondent, \$105,474,500; interest accrued during the year charged to income, \$4,226,701.44; amount paid during year, \$4,226,701.44; total funded debt total par value outstanding, \$298,979,000; in treasury, \$17,380,500; total par value not held by respondent, \$281,598,500; interest accrued during the year, \$10,907,511.44, paid during the year, \$10,885,343.94; issued for acquisition for C. B. & Q. R. R. stock, total par value outstanding, \$107,613,500; refundment of securities, \$23,392,500; for reorganization, \$129,816,500; assumed in reorganization, \$7,887,000; assumed in acquisition of securities, \$7,330,000; issued for new acquisitions and betterments during the year, \$1,500,000; in treasury, total par value outstanding, \$22,939,500.

The majority of the bonds of this company were issued in exchange for securities of former organization and cannot be reduced to cash basis.

Total Capitalization—Total par value outstanding, \$546,979,000; assigned to railways and land grant; amount per mile of line exclusive

of Northern Pacific Ry. Co. and Great Northern Ry. Co., joint bonds (which are not a lien upon the mileage of the Northern Pacific Ry. Co.), \$67,785.

*Expenditures for Additions and Betterments During the Year*—Entire Line: Road, \$4,463,346.32; equipment, \$774,643.35; general expenditures, \$1,485.38; total, \$5,239,475.05; total State of Oregon, \$20,820.07; Expenditures for new line or extensions during the year, road, \$735,465.80; general expenditures, \$6,874.48; total, \$742,340.28; total State of Oregon, \$495.44.

Total cost of road and equipment and other properties (including property purchased at foreclosure which embraced 31,000,000 acres of land and current assets of land department aggregating \$4,332,048.73), \$404,406,787.15.

## INCOME ACCOUNT.

<b>OPERATING REVENUES:</b>		
Operating revenues .....		\$ 63,423,946 62
Operating expenses .....		38,158,517 02
Net operating revenue .....		\$ 25,265,429 60
<b>OUTSIDE OPERATIONS:</b>		
Revenues .....	\$ 1,829,659 95	
Expenses .....	1,516,909 01	
Net revenue from outside operations .....		312,750 94
Total net revenue .....		\$ 25,578,180 54
Taxes accrued .....		3,789,079 87
Operating income .....		\$ 21,889,101 17
<b>OTHER INCOME:</b>		
Rents accrued from lease of road .....		288,979 96
Hire of equipment .....	\$ 615,815 58	
Joint facilities .....	1,570,215 35	
Miscellaneous rents .....	256,975 85	
Total income .....		2,448,006 78
Other properties net income .....		16,967 09
Dividends declared on stocks owned or controlled .....		4,597,152 00
Accrued interest on funded debt owned .....		1,674,180 79
Interest on other interest loans and accounts .....		223,000 32
Miscellaneous income .....		13,177 91
Gross corporate income .....		\$ 31,095,546 02
<b>DEDUCTIONS:</b>		
Rent for lease of other roads .....	\$ 125,451 86	
Joint facilities .....	392,086 97	
Miscellaneous rents .....	8,505 13	
Interest accrued on funded debt .....	10,907,511 44	
Total deductions .....		11,438,881 40
Net corporate income .....		\$ 19,661,714 62
<b>DISPOSITION OF NET CORPORATE INCOME:</b>		
Dividends declared on common stock .....	\$ 17,357,788 00	
On receipts outstanding for installments paid .....	112 00	
Total .....		17,357,900 00
Balance for year carried to credit of profit and loss .....		\$ 2,303,814 62

# 108 REPORT OF RAILROAD COMMISSION OF OREGON.

*Profit and Loss*—Credit: Balance June 30, 1911, \$78,074,261.88; balance for year, \$2,303,814.62.

Additions for year: Increase value of securities held in treasury, \$353,354.05; stationary stock inventory July 1, \$24,620.66; unclaimed wages, \$17,404.31; corporation tax adjustment, \$263.18; total, \$80,773,718.07.

Debit: Deductions for the year, damage claims prior to current fiscal year, \$50,000; property abandoned, \$66,593.37; discounts and commissions on treasury securities sold, \$81,053.15; adjustment of S. P. & S. Ry. construction account, \$308,990.59; sundry accounts written off, \$6,643.52; balance credit June 30, 1912, \$80,260,438.07; total, \$80,773,718.70.

## OPERATING REVENUES — STATE OF OREGON.

Account	Intrastate revenue	Interstate revenue assigned to State	Total revenue
<b>REVENUE FROM TRANSPORTATION:</b>			
Freight .....	\$ 2,362 07	\$ 85,899 89	\$ 88,261 96
Passenger .....	\$ 6,908 24	\$ 55,148 45	\$ 62,056 69
Excess baggage .....	87 80	785 71	873 01
Mail .....	3,977 07	-----	3,977 07
Express .....	497 57	4,122 48	4,620 05
Other passenger train revenue .....	11 25	71 75	83 00
Total passenger service revenue .....	\$ 11,481 48	\$ 60,128 89	\$ 71,609 82
Switching revenue .....	84 28	-----	84 28
Special service train revenue .....	-----	200 16	200 16
Miscellaneous .....	1,926 12	72 06	1,998 18
Total revenue from transportation .....	\$ 15,858 85	\$ 146,300 50	\$ 162,154 35
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>			
Storage, freight .....	18 44	-----	18 44
Baggage .....	45 70	-----	45 70
Car service .....	*70 00	-----	*70 00
Telegraph and telephone service .....	99 33	-----	99 33
Rents of building and other property .....	3,690 74	-----	3,690 74
Miscellaneous .....	51 25	-----	51 25
Total revenue from operation other than transportation .....	3,885 46	-----	3,885 46
Joint facilities rent credit .....	22,498 60	-----	22,498 60
Total operating revenues .....	\$ 42,187 91	\$ 146,300 50	\$ 188,488 41

\*Debit items.

*Operating Revenues* — Entire Line: From transportation, freight, \$43,793,521.58; passenger, \$15,343,752.05; excess baggage, \$208,407.89; mail, \$981,528.33; express, \$1,283,352.39; other passenger train revenue, \$57,236.13; total passenger service train revenue, \$17,874,276.79; switching revenue, \$691,717.60; special train revenue, \$38,439.11; miscellaneous, \$97,183.22; total revenue from transportation, \$62,495,138.30; revenue from operations other than transportation, station and train privileges, \$920.64; storage, freight, \$30,059.64; baggage, \$23,984.92; car service, \$140,064.06; telegraph and telephone service, \$122,843.35; rents of building and other property, \$188,934.94; miscellaneous, \$223,852.30; total revenue from operations other than transportation, \$730,659.85; joint facilities revenue, Dr. \$8,107.27; joint facilities revenue, Cr., \$206,255.74; total operating revenue, \$63,423,946.62.

*Operating Expenses*—State of Oregon: Maintenance of way and structures, \$49,721.35; maintenance of equipment, \$25,116.69; traffic expenses, \$4,162.19; transportation expenses, \$147,845.57; general expenses, \$5,173.85; total, \$232,019.65.

Ratio of operating expenses to operating revenue, 123.10%.

*Operating Expenses*—Entire Line: Maintenance of way and structures, \$7,861,490.57; maintenance of equipment, \$7,207,716.49; traffic expenses, \$1,202,292.65; transportation expenses, \$20,756,386.75; general expenses, \$1,130,630.56; total operating expenses, \$38,158,517.02.

Ratio of operating expenses to operating revenue, 60.16%.

*Taxes and Assessments*—Oregon, \$32,537.48; Wisconsin, \$38,977.05; Minnesota, \$663,992.74; North Dakota, \$445,344.49; Montana, \$652,928.50; Idaho, \$224,382.96; Washington, \$1,498,010.65; U. S. Government Corporation Tax, \$182,491.73; personal property in outside offices other than states mentioned, \$412.77; total, \$3,739,079.37.

Prior lien bonds issued during the year, \$1,500,000; prior lien bonds purchased and cancelled, \$460,000; net increase in mortgage debt, \$1,040,000.

## GENERAL BALANCE SHEET.

ASSETS		
Road and equipment.....		\$ 415,608,586 48
Less reserve for accrued depreciation.....		11,001,799 88
Total.....		\$ 404,406,787 15
Securities owned.....		46,619,949 46
Advances to proprietary, affiliated and controlled companies for construction, equipment and betterments.....		22,665,562 57
Miscellaneous investments.....		112,983,609 74
Working assets.....		54,402,619 87
Accrued income not due.....		506,268 50
Deferred debit items.....		6,445,358 86
Grand total.....		\$ 648,120,156 15
LIABILITIES		
Capital stock held by company.....	\$ 54,000 00	
Capital stock not held by company.....	247,944,400 00	
Receipts outstanding for installments paid.....		247,968,400 00
Funded debt:		1,600 00
Mortgage bonds held by company.....	\$ 15,241,500 00	
Mortgage bonds not held by company.....	176,124,500 00	
Collateral trust bonds held by company.....	2,139 00	
Collateral trust bonds not held by company.....	105,474,500 00	
Working liabilities.....		268,979,000 00
Accrued liabilities not due.....		8,345,267 28
Deferred credit items.....		6,801,769 85
Appropriated surplus invested in other reserve funds.....		191,264 40
Profit and loss, balance.....		5,542,517 10
Grand total.....		\$ 648,120,156 15



## EMPLOYEES AND SALARIES—STATE OF OREGON.

Class	Number	Total yearly compensation	Average daily compensation
General officers.....	2	\$ 9,759 96	\$ 13 15
Other officers.....	1	1,308 00	3 51
General office clerks.....	15	16,290 68	2 94
Station agents.....	4	5,080 73	3 49
Other stationmen.....	41	35,070 19	2 49
Enginemen.....	2	5,409 81	5 92
Firemen.....	2	3,497 08	3 83
Conductors.....	2	4,890 48	5 48
Other trainmen.....	6	5,674 76	3 25
Section foremen.....	4	2,997 50	2 05
Other trackmen.....	14	7,404 08	1 49
Switch tenders, crossing tenders and watchmen.....	1	780 00	-----
Telegraph operators and dispatchers.....	1	1,373 21	-----
All other employees and laborers.....	28	14,198 98	2 72
Total (including general officers).....	123	\$ 118,169 91	\$ 2 91
Total (excluding general officers).....	121	108,409 15	2 71
Total (including general officers) entire line....	32,375	24,198,084 71	2 57
Total (excluding general officers) entire line....	32,311	23,697,664 63	2 53

*Traffic and Mileage Statistics—State of Oregon—Passenger Traffic:* Number of passengers carried earning revenue, 251,972; number of passengers carried one mile, 2,793,544; number of passengers carried one mile per mile of road, 51,080; average distance carried, 11.09 miles.

Total passenger revenue, \$62,056.69; average amount received from each passenger, \$0.24628; average receipts per passenger per mile, \$0.02221.

Total passenger service train revenue, \$71,609.82; passenger service train revenue per mile of road, \$1,309.38; passenger service train revenue per train mile, \$1.14727.

*Freight Traffic*—Number of tons carried of freight earning revenue, 391,387; number of tons carried of intrastate freight earning revenue, 5,281; number of tons carried one mile, 4,549,225; number of tons carried one mile (intrastate), 53,801; number of tons carried one mile per mile of road, 83,182; per mile of road intrastate, 984; average distance haul of one ton, 11.62 miles; average distance haul of one ton (intrastate), 10.19 miles.

Total freight revenue, \$88,261.96; total intrastate freight revenue, \$2,362.07; average amount received for each ton of freight, \$0.22551; average amount received for each ton of intrastate freight, \$0.44728; average receipts per ton per mile, \$0.01940; average receipts per ton per mile (intrastate), \$0.04390; freight revenue per mile of road, \$1.61386; freight revenue per train mile, \$2.57865.

*Total Traffic*—Operating revenue, \$188,488.41; operating revenue per mile of road, \$3,446.49; operating revenue per train mile, \$2.22715.

Operating expenses, \$232,019.65; operating expenses per mile of road, \$4,242.45; operating expenses per train mile, \$2.74151.

Net operating deficit, \$43,531.24; net operating deficit per mile of road, \$795.96.

Average number of passengers per car mile, 14; average number of passengers per train mile, 45; average number of passenger cars per train mile, 4.64.

Average number of tons of freight per loaded car mile, 14.86; average number of tons of freight per train mile, 132.91; average number of freight cars per train mile, 11.56; average number of loaded cars per train mile, 8.94; average number of empty cars per train mile, 5.32.

Average mileage operated during year, 54.69.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 22,056; passenger locomotive miles, 50,395; mixed locomotive miles, 12,243; special locomotive miles, 162; switching locomotive miles, 485; total revenue locomotive mileage, 85,341; nonrevenue service locomotive miles, 955.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 306,124; empty, 79,345; caboose, 10,371; total freight car miles, 395,840.

Passenger car miles, passenger, 141,156; sleeping, parlor and observation, 59,260; other passenger train cars, 88,913; total passenger car miles, 289,329.

Special car miles, freight loaded, 1,096; caboose, 61; passenger, 694; sleeping, parlor and observation, 290; other passenger train cars, 253; total special car miles, 2,394; total revenue car mileage, 687,563; non-revenue service car miles, 4,193.

*Train Mileage*—Revenue Service: Freight train miles, 22,056; passenger train miles, 50,246; mixed train miles, 12,172; special train miles, 158; total revenue train mileage, \$84,632; nonrevenue service train miles, 955.

*Traffic and Mileage Statistics—Entire Line*—Passenger Traffic: Number of passengers carried earning revenue, 8,661,645; number of passengers carried one mile, 649,508,183; number of passengers carried one mile per mile of road, 107,801; average distance carried, 74.99 miles.

Total passenger revenue, \$15,343,752; average amount received from each passenger, \$1.77146; average receipts per passenger per mile, \$0.02362.

Total passenger service train revenue, \$17,874,276.79; passenger service train revenue per mile of road, \$2,966.64; passenger service train revenue per train mile, \$1.49541.

*Freight Traffic*—Number of tons carried of freight earning revenue, 17,455,975; number of tons carried one mile, 5,051,181,481; number of tons carried one mile per mile of road, 838,358; average distance haul of one ton, 289.37 miles.

Total freight revenue, \$43,793,521.58; average amount received for each ton of freight, \$2.50880; average receipts per ton per mile, \$0.00867; freight revenue per mile of road, \$7.26853; freight revenue per train mile, \$4.42633.

*Total Traffic*—Operating revenue, \$63,423,946.62; operating revenue per mile of road, \$10,526.64; operating revenue per train mile, \$2.98180.

Operating expenses, \$38,158,517.02; operating expenses per mile of road, \$6,333.27; operating expenses per train mile, \$1.79397.

Net operating revenue, \$25,265,429.60; net operating revenue per mile of road, \$4,193.37.

Average number of passengers per car mile, 14; average number of passengers per train mile, 54; average number of passenger cars per train mile, 6.08.

Average number of tons of freight per loaded car mile, 18.95; average number of tons of freight per train mile, 510.54; average number of freight cars per train mile, 35.68; average number of loaded cars per train mile, 26.94; average number of empty cars per train mile, 7.80.

Average mileage operated during year, 6,025.09.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 10,538,758; passenger locomotive miles, 12,070,206; mixed locomotive miles, 619,527; special locomotive miles, 23,723; switching locomotive miles, 4,412,276; total revenue locomotive mileage, 27,664,490; nonrevenue service, locomotive miles, 1,429,938.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 266,588,712; empty, 77,140,586; caboose, 9,240,248; total freight car miles, 352,969,546.

Passenger car miles, passenger, 24,152,310; sleeping, parlor and observation, 22,177,295; other passenger train cars, 26,311,675; total passenger car miles, 72,641,280.

Special car miles, freight, loaded, 244,923; caboose, 16,805; passenger, 76,690; sleeping, parlor and observation, 11,705; other passenger train cars, 10,306; total special car miles, 360,429; total revenue car mileage, 425,971,255; nonrevenue service car miles, 6,411,428.

*Train Mileage*—Revenue Service: Freight train miles, 9,296,541; passenger train miles, 11,355,464; mixed train miles, 597,324; special train miles, 21,056; total revenue train mileage, 21,270,385; nonrevenue service train miles, 1,318,381.

*Intrastate Traffic Movement in Tons—State of Oregon*—Products of Agriculture: Grain, 4,031; other mill products, 26; total, 4,057.

Products of Animals: Hides and leather, 40.

Products of Forest: Lumber, 293; other products of forest, 35; total, 328.

Manufactures: Iron and steel rails, 12; other castings and machinery, 53; cement, brick and lime, 27; household goods and furniture, 10; total, 102.

Merchandise, 505; miscellaneous, 249.

Total tonnage: State, 5,281.

*Freight Traffic Movement in Tons—Entire Line*—Products of Agriculture: Grain, 1,938,362; flour, 388,756; other mill products, 216,600; hay, 348,378; tobacco, 593; cotton, 12,921; fruit and vegetables, 514,299; other products of agriculture, 230,636; total, 3,650,545.

Products of Animals: Live stock, 201,998; dressed meats, 27,142; other packing house products, 13,649; poultry, game and fish, 29,818; wool, 14,090; hides and leather, 8,706; other products of animals, 26,848; total, 322,251.

Products of Mines: Anthracite coal, 450,098; bituminous coal, 2,885,515; coke, 90,535; ore, 664,944; stone, sand and other like articles, 783,137; other products of mines, 379,980; total, 5,254,209.

Manufactures: Petroleum and other oil, 142,923; sugar, 50,592; naval stores, 479; iron, pig and bloom, 31,102; iron and steel rails, 90,918; other castings and machinery, 186,230; bar and sheet metal, 67,819; cement, brick and lime, 496,518; agricultural implements, 45,810; wagons, carriages, tools, etc., 8,853; wines, liquors and beers, 98,181; household goods and furniture, 31,736; other manufactures, 322,118; total, 1,573,279.

Products of Forest: Lumber, 4,885,543; other products of forest, 397,492; total, 5,283,035.

Merchandise, 1,037,591; miscellaneous, 335,065.

Total tonnage, 17,455,975.

*Description of Equipment*—Locomotives owned or leased: Passenger, 294; freight, 901; switching, 221; total in service and owned, 1,416; cars in passenger service, first class, 276; second class, 161; combination, 70; emigrant, 84; dining, 58; parlor, 15; sleeping, 130, half interest owned by Pullman Company; baggage, express and postal, 264; gasoline

motor, 1; other cars in passenger service, 93; total, 1,152; cars in freight service, box, 23,846; flat, 8,230; stock, 2,562; coal, 5,651; tank, 17; refrigerator, 1,553; other cars in freight service, 1,361; total, 43,220.

Cars in company service: Officers and pay, 9; derrick, 31; caboose, 588; other road cars, 2,694; total, 3,322; total cars in service, 47,694.

## MILEAGE OF ROAD OPERATED — ENTIRE LINE.

	Single track	Second track	Other main tracks	Yard tracks and sidings	Total mileage operated
<b>LINE OWNED:</b>					
Main line .....	2,764.89	588.39	4.02	1,496.44	4,853.74
Branches and spurs .....	3,297.43	1.53	-----	382.18	3,681.14
Lines operated under lease .....	195.00	63.61	-----	43.80	301.91
Lines operated under trackage rights .....	162.70	16.31	-----	181.59	310.60
Total mileage operated .....	6,420.02	619.84	4.02	2,058.51	9,097.39
New line constructed during year .....	24.91	48.66	1.06	45.87	120.50
<b>RAILS:</b>					
Iron .....	9.62	-----	-----	83.29	92.91
Steel .....	6,347.70	608.58	4.02	1,888.63	8,668.88

## MILEAGE OF LINE OPERATED BY STATES (Single Track).

	Main line	Branches and spurs	Line operated under lease	Line operated under trackage rights	Total	New construction during year
Wisconsin .....	87.97	56.40	-----	.94	145.31	-----
Minnesota .....	572.94	467.20	-----	15.09	1,055.23	.14
North Dakota .....	376.94	933.29	-----	.58	1,310.81	-----
Montana .....	941.15	492.78	64.81	40.29	1,538.53	15.15
Idaho .....	83.64	258.59	-----	2.00	344.23	-----
Washington .....	696.52	1,041.06	130.69	97.28	1,965.55	9.62
Oregon .....	5.78	48.11	-----	6.52	60.36	-----
Total mileage operated .....	2,764.89	3,297.43	195.00	162.70	6,420.02	24.91

## MILEAGE OF LINE OWNED BY STATES (Single Track).

	Main line	Branches and spurs	Total mileage owned	New line constructed	Rails	
					Iron	Steel
Wisconsin .....	87.97	56.40	144.37	-----	-----	144.37
Minnesota .....	572.94	467.20	1,040.14	.14	5.98	1,044.21
Manitoba .....	-----	355.58	355.58	-----	-----	355.58
North Dakota .....	376.94	933.29	1,310.23	-----	3.69	1,306.54
Oregon .....	40.78	48.11	88.89	-----	-----	88.89
Montana .....	941.15	505.21	1,446.36	15.15	-----	1,446.36
Idaho .....	83.64	258.59	342.23	-----	-----	342.23
Washington .....	696.52	1,069.19	1,755.71	9.62	-----	1,755.71
Total mileage owned .....	2,799.94	3,383.57	6,483.51	24.91	9.62	6,473.89

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### MILEAGE OF ROAD OPERATED, ALL TRACKS—STATE OF OREGON.

	Miles single track	Miles second track	Miles yard track and siding	Total miles operated
<b>LINE OWNED:</b>				
Main line.....	5.78	5.06	8.08	18.92
Branches and spurs.....	48.11	5.06	5.06	58.16
Line operated under trackage rights.....	6.62	8.46	10.84	20.86
Total mileage operated.....	60.86	8.51	23.92	92.82
Rails, steel.....	71.98			

New ties laid during the year in State of Oregon, untreated, 11,416; average price at distributing point, 34 cents; treated, 4,751; average price at distributing point, 64 cents.

### OREGON & CALIFORNIA RAILROAD COMPANY.

Organized March 17, 1870, under private corporation laws of Oregon, approved October 14, 1862. Operated by the Southern Pacific Company.

*Directors*—F. L. Burckhalter, Los Angeles, Cal.; E. E. Calvin, W. F. Herrin, William Sproule, San Francisco, Cal.; D. W. Campbell, W. D. Fenton, L. R. Fields, A. E. Hutchinson, H. E. Lounsbury, J. M. Scott, T. W. Younger, Portland, Oregon.

*Officers*—President, William Sproule; Vice-President, E. E. Calvin; Second Vice-President, William F. Herrin; Third Vice-President, D. W. Campbell; Secretary, W. D. Fenton; Treasurer, A. K. Van Deventer; Auditor, A. D. McDonald; Chief Engineer, G. W. Boschke; Land Commissioner, B. A. McAllister.

### ROAD LEASED TO SOUTHERN PACIFIC.

	MILES.
From Portland, Oregon, to California State Line.....	367.27
From Portland, Oregon, to Corvallis, Oregon.....	96.25
From Woodburn, Oregon, to Natron, Oregon.....	94.73
From Albany Junction, Oregon, to Lebanon, Oregon.....	11.38
From Portland, Oregon, to Airlie, Oregon.....	73.11
From Broadmead, Oregon, to Sheridan, Oregon.....	7.23
From Mohawk Junction, Oregon, to Wendling, Oregon.....	15.93
From Springfield Junction, Oregon, to Springfield, Oregon.....	1.12

Total owned mileage ..... 667.02

Lines leased and assigned to Southern Pacific Company for operation:

Beaverton and Willsburg Railroad Company—

From Beaverton, Oregon, to Willsburg Junction, Oregon..... 10.35

O.-W. R. & N. Company—

From East Portland to Portland..... .32

N. P. Terminal Company—	
Trackage through terminal yards at Portland.....	.46
Salem, Falls City & Western Railway Company—	
S. F. C. & W. Crossing to Dallas.....	5.12
Corvallis & Eastern Railroad Company—	
C. & E. Crossing to Corvallis .....	1.46
Total mileage assigned for operation.....	684.73

The property of this company is leased to the Southern Pacific Company for thirty-four years, from August 1, 1893, at an annual rental of \$5,000.

The lessee company is to operate the railroads of the lessor company and out of the earnings and income derived therefrom, pay the cost of operating said railroads, incidental expenses, taxes, insurance, damages to persons and property, expenses of repairing, maintaining, improving, adding to and keeping up said railroads and repairing and maintaining rolling stock and equipment, and after those payments and deductions, the lessee shall apply the residue of the amount of net income and earnings to the payment of interest and sinking fund contributions of the bonded indebtedness of the lessor company now existing or that may be hereafter created.

Accounting under the lease shall be made on the first day of November each year. If the balance of net earnings payable to the lessor by the lessee for any year shall exceed seven per cent per annum on the par value of the then existing preferred stock, and six per cent per annum on the par value of the then existing common stock, then and in that event the lessee company shall be entitled to and shall retain for its own use all such excess. If the net earnings of income are insufficient for the payment of the current interest of the bonded indebtedness of the lessor company, it shall be optional with the lessee company whether it advances such deficiencies or not.

The lessee company has the right to reimburse itself for any advance or deficiencies out of subsequent earnings with interest at six per cent per annum and the lessee company for advances of deficiencies shall have a lien upon the premises of the lessor company and the income thereof until it shall be reimbursed. The lessee company will guarantee the payment of principal and interest of all bonds now issued, or that may be hereafter issued under mortgage from the lessor company to the Union Trust Company of New York, date July 1, 1887.

The lease may be modified or changed by agreement of both companies.

#### CAPITALIZATION.

*Capital Stock*—Common: Total par value authorized outstanding and not held by respondent, \$7,000,000; preferred, total par value, authorized outstanding not held by respondent, \$12,000,000; total, \$19,000,000. The entire issue was for reorganization purposes, par value realized in cash.

*Funded Debt*—First mortgage, 5% bonds, due July 1, 1927; total par value authorized, \$20,000,000. Outstanding, not held by respondent, \$17,745,000; interest accrued during the year, \$887,250; amount paid during the year, \$713,050.

(NOTE.—Coupons paid during period January 1 to January 9, 1912, inclusive, with the record thereof, lost in the destruction by fire of the Equitable Building, 120 Broadway, New York City, January 9, 1912.)

Total capitalization, \$36,745,000; all assigned to railways; amount per mile of line (667.02 miles), \$55,088.

*Road and Equipment*—Expenditures for new line during the year, \$12,682.59; expenditures for additions and betterments, \$239,220.47; total cost to June 30, 1912, \$41,160,633.11; cost per mile of line, \$61,708.24.

*Income Account*—Gross income from lease of road, \$3,500,404.52; salaries and maintenance of organization, \$3,574.72; taxes accrued, \$576,541.06; net income from lease of road, \$2,920,288.74; other income, \$33,360.37; gross corporate income, \$2,953,649.11; deductions from gross corporate income, rents accrued from lease of other roads, \$50,000; miscellaneous rents payable, \$95,001.13; interest accrued on funded debt, \$887,250; other interests, \$241,528.14; other deductions, \$448,961.50; total deductions, \$1,722,740.77; net corporate income, \$1,230,908.34.

*Profit and Loss Account*—Credit: Balance June 30, 1911, \$1,076,761.31; balance for year, brought forward from income account, \$1,230,098.34; additions for the year, income from land trust fund, \$6,043.34; total, \$2,313,712.99.

Debit: Property abandoned, \$8,608.45; balance credit, June 30, 1912, \$2,305,104.54.

*General Balance Sheet*—Assets: Road and equipment, \$41,160,633.11; other investments, \$24,282.11; deferred debit items, \$1,685,944.89; grand total, \$42,870,860.11.

Liabilities: Capital stock, \$19,000,000; mortgage bonds, \$17,745,000; working liabilities, \$3,191,811.41; deferred credit items, \$628,944.16; profit and loss balance (surplus), \$2,305,104.54; grand total, \$42,870,860.11.

## OREGON EASTERN RAILWAY COMPANY.

Organized August 21, 1905, under the laws of Oregon.

*Directors*—R. Blaisdell, J. F. Meyer, J. P. O'Brien, C. G. Sutherland, James G. Wilson, all of Portland, Oregon.

*Officers*—President, J. P. O'Brien; Vice-President, C. G. Sutherland; Secretary, L. F. Steele; Treasurer, R. Lee Barnes; Chief Engineer, G. F. Boschke.

This corporation was dissolved June 18, 1912.

*Road Leased or Otherwise Assigned for Operation*—Weed, California, to Klamath Falls, Oregon, 86.10 miles; Klamath Falls to Chelsea, Oregon, .59 miles; Chelsea to Chiloquin, 24.30 miles; Natron to Oak Ridge, 34.39 miles; total, 147.38 miles.

*Mileage of Line Owned*—Main Line: Single track, California, 67.45; Oregon, 79.93; new line constructed during the year in Oregon, 61.28.

This company's property was sold to the Central Pacific Ry. Co. February 29, 1912, and the funded debt outstanding par value, \$5,000,000, was assumed by that company and became a part of its funded debt.

*Expenditures for Road and Equipment*—Road, \$5,949,641.72; equipment, \$3,700; general expenditures, \$851,755.48; total, \$6,805,097.20; cost per mile of line, \$46,173.82.

*Income Account*—Gross income from lease of road, \$11,671.93; deductions, other interest, \$11,671.93; net corporate income or loss, none.

## OREGON SHORT LINE RAILROAD COMPANY.

Organized February 1, 1897, under the laws of Utah.

*Directors*—Oliver Ames, Samuel Carr, Oliver W. Mink, all of Boston, Mass.; R. L. Gerry, Newport, R. I.; Marvin Hughitt, Chicago, Ill.; Otto H. Kahn, Morristown, N. J.; J. Kruttschnitt, R. S. Lovett, Wm. Rockefeller, Wm. G. Rockefeller, L. J. Spence, W. V. S. Thorne, F. A. Vanderlip, all of New York City; W. S. McCormick, Salt Lake, Utah; M. L. Schiff, Oyster Bay, N. Y.

*Officers*—Chairman of the Board, R. S. Lovett; President, A. L. Mohler; Vice-President and Comptroller, Wm. Mahl; Vice-President and General Manager, W. H. Bancroft; Director of Maintenance and Operation, J. Kruttschnitt; Secretary, Alex Miller; Treasurer, F. V. S. Crosby; General Counsel, Maxwell Evarts; General Attorney, P. L. Williams; Assistant Comptroller, H. S. Bradt; Deputy Comptroller, C. B. Seger; Auditor, C. J. McNitt; Director of Purchases, W. V. S. Thorne; Assistant General Manager, C. H. Knickerbocker; Chief Engineer, Carl Stradly; General Superintendent, E. C. Manson; Director of Traffic, L. J. Spence; General Freight Agent, J. A. Reeves; General Passenger Agent, D. E. Burley; Assistant Tax Agent, J. B. Evans.

This company is controlled by the Union Pacific Railroad Company through ownership of capital stock.

*Transportation Corporations Controlled*—Central Idaho Railroad Company, Lemhi & Salmon Valley Railroad Company, Des Chutes Railroad Company, Oregon-Washington Railroad Company, Oregon-Washington Railroad & Navigation Company, Idaho Northern Railway Company, Idaho & Wyoming Railroad Company; West Coast Railroad Company.

## ROAD OPERATED.

	In Oregon	Entire line
Line owned—Main line.....		960.17
Idaho state line to Huntington, Ore.....	15.40	
Branches and spurs.....		695.08
Line operated under lease—Malheur Junction to Vale 13.5 miles; Vale, Ore., to Brogan, Ore., 23.4 miles; Blake Junction to Home- stead, Ore., 57.84 miles.....	95.17	95.17
Line operated under trackage rights.....		11.63
Total.....	110.57	1,762.05

*Outside Operations and Other Properties*—Dining and special car service owned and operated on line, hotels and restaurants owned, Pocatello, Cache Junction, Yellowstone and Salt Lake City.

*Capitalization*—Capital Stock: Common, total par value authorized outstanding and not held by respondent, \$100,000,000; dividends declared during the year 10%, \$10,000,000.

*Purpose of Issue*—Issued for cash, total number of shares outstanding, 729,415; total cash realized, \$72,541,500; issued for reorganization, 274,585.



## FUNDED DEBT.

	Mortgage bonds	Collateral bonds	Income bonds	Total
Outstanding.....	\$ 58,062,000 00	\$ 100,000,000 00	\$ 370,000 00	\$ 158,422,000 00
In sinking fund.....	289,000 00			
Total par value not held by respondent.....	57,813,000 00	100,000,000 00	370,000 00	158,183,000 00
Interest accrued during the year.....	2,762,000 00	4,000,000 00	17,950 00	6,779,950 00

## PURPOSE OF ISSUE

Issued for purpose of railway or other property, par value.....	\$ 45,724,000 00
Issued for refundment of securities.....	100,000,000 00
Issued for reorganization.....	12,698,000 00

Total capitalization par value outstanding, assigned to railroad, \$258,422,000.00; amount per mile of line (1,711.84 miles), \$150,961.00.

*Road and Equipment*—Expenditures for additions and betterments during the year—entire line: Road, \$940,479.04; equipment, \$7,207.92; general expenditures, \$37.70; total, \$947,724.66; total, State of Oregon, \$5,106.97; expenditures for new lines or extensions during the year, entire line, \$1,187,035.24; total cost to June 30, 1912, entire line, \$87,811,315.61; per mile of line, \$51,296.45; State of Oregon, \$1,447,046.86; per mile of line, \$93,964.21.

## INCOME ACCOUNT.

<b>OPERATING REVENUE:</b>		
Operating revenues.....	\$ 20,695,358 71	
Operating expenses.....	10,340,812 45	
Net operating revenue.....		\$ 10,354,746 26
<b>OUTSIDE OPERATIONS:</b>		
Expenses.....	\$ 365,517 71	
Revenues.....	356,372 72	
Net deficit from outside operations.....		9,144 99
Total net revenue.....		\$ 10,345,601 27
Taxes accrued.....		1,184,465 15
Operating income.....		\$ 9,161,136 12
<b>OTHER INCOME:</b>		
Rents accrued from lease of road.....	\$ 51,381 86	
Joint facilities.....	75,165 17	
Other properties net income.....	101,400 00	
Dividends declared on stocks owned.....	11,133,622 00	
Interest accrued on funded debt owned.....	1,217,770 05	
Interest on other securities and other accounts.....	512,582 44	
Miscellaneous income.....	63 00	
Total other income.....		13,122,184 52
Gross corporate income.....		\$ 22,283,270 64
<b>DEDUCTIONS FROM GROSS CORPORATE INCOME:</b>		
Rents accrued from lease of other roads.....	\$ 191,400 00	
Hire of equipment.....	248,521 03	
Joint facilities.....	71,291 16	
Interest accrued on funded debt.....	6,659,750 04	
Other interest.....	2,713,398 15	
Sinking and redemption funds.....	12,018 33	
Total deductions.....		10,016,578 67
<b>NET CORPORATE INCOME:</b>		
Disposition of net corporate income.....		\$ 12,266,692 97
Dividends declared—10% on capital stock.....		10,000,000 00
Balance for the year carried to profit and loss.....		\$ 2,266,692 97

*Profit and Loss*—Credit: Balance June 30, 1911, \$37,007,888.27; balance for year from income account, \$2,266,696.97; interest accrued prior to July 1, 1911, \$163,962.55; miscellaneous receipts, \$15.00; liabilities written off, \$6,287.35; total, \$39,444,850.14; debit abandoned property, \$12,806.22; preliminary survey, etc., \$8,593.03; uncollectible accounts, \$1,264.13; adjustments in accounts, \$48,406.71; miscellaneous payments, \$1,871.99; balance credit June 30, 1912, \$39,371,905.06.

## OPERATING REVENUES—STATE OF OREGON

Account	Entire line total revenue	Intrastate revenue	Intrastate revenue assigned to State	Total revenue
<b>REVENUE FROM TRANSPORTATION:</b>				
Freight .....	\$ 14,802,624 08	\$ 18,133 49	\$ 136,925 32	\$ 155,068 82
Passenger revenue.....	\$ 4,613,529 32	\$ 26,405 70	\$ 84,550 67	\$ 110,966 87
Excess baggage revenue.....	75,844 73	300 33	1,367 68	1,668 01
Mail revenue.....	458,033 48	2,714 00	9,534 92	12,248 92
Express .....	448,528 08			12,108 32
Other passenger train revenue.....	6,337 88			
Other passenger service revenue.....	5,597,273 44	29,420 08	95,453 27	136,981 62
Switching revenue.....	16,173 47			
Special service train revenue.....	17,481 67		504 90	504 90
Miscellaneous.....	93,196 05		50 99	50 99
Total revenue from transportation.....	\$ 20,526,748 71	\$ 47,553 52	\$ 232,934 48	\$ 292,596 82
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>				
Station and train privileges.....	\$ 13,408 00			\$ 366 04
Parcel room receipts.....	10,761 60	57 00		57 00
Storage, freight.....	8,170 78	566 51		566 51
Storage, baggage.....	14,363 34	526 70		526 70
Car service.....	33,846 16	639 00		639 00
Telegraph and telephone service.....	36,222 81			782 41
Rents of buildings and other property.....	33,143 76	376 99		376 99
Miscellaneous.....	37,001 13	10 50	20 82	31 32
Total revenue from operation other than transportation.....	\$ 186,907 58	\$ 2,226 70	\$ 20 82	\$ 3,395 97
Joint facilities revenues, Dr.....	\$ 18,297 58			
Total operating revenues.....	\$ 20,695,858 71	\$ 49,780 22	\$ 232,955 30	\$ 295,992 29

*Operating Expenses*—Entire Line: Maintenance of way and structures, \$2,491,454.14; maintenance of equipment, \$2,000,597.53; traffic expenses, \$351,078.14; transportation expenses, \$5,069,545.63; general expenses, \$427,937.01; total, \$10,340,612.45.

Ratio of operating expenses to operating revenue, 49.97 per cent.

*Operating Expenses in Oregon*—Maintenance of way and structures, \$77,259.60; maintenance of equipment, \$45,785.53; traffic expenses, \$7,267.31; transportation expenses, \$146,380.34; general expenses, \$9,068.58; total, \$285,761.36.

Ratio of operating expenses to operating revenue, 96.54 per cent.

# 120 REPORT OF RAILROAD COMMISSION OF OREGON.

Taxes and Assessments: Oregon, \$44,678.63; Idaho, \$848,893.48; Montana, \$55,848.26; Utah, \$122,866.16; Wyoming, \$44,678.62; U. S. Corporation Tax, \$67,500.00; total, \$1,184,465.16.

## GENERAL BALANCE SHEET.

ASSETS	
Road and equipment.....	\$ 87,811,315 61
Securities.....	51,770,800 00
Other investments.....	215,221,815 50
Working assets.....	18,256,637 88
Accrued income not due.....	4,687,328 62
Deferred debit items.....	24,048,441 97
Grand total.....	\$ 401,836,339 58
LIABILITIES	
Capital stock, common.....	\$ 100,000,000 00
Mortgage bonded and secured debt.....	158,422,000 00
Working liabilities.....	96,151,118 25
Accrued liabilities.....	1,187,016 02
Deferred credit items.....	6,388,866 17
Appropriated surplus, invested in sinking fund.....	320,944 08
Surplus June 30, 1912.....	39,371,905 06
Grand total.....	\$ 401,836,339 58

*Employees and Salaries*—Entire Line: Total, including general officers, 8,659; total yearly compensation, \$7,273,978.11; total excluding general officers, 8,616; yearly compensation, \$7,133,126.25.

State of Oregon: Excluding general officers, 106; total yearly compensation, \$67,257.36.

*Traffic and Mileage Statistics*—Entire Line—Passenger Traffic: Number of passengers carried earning revenue, 2,075,009; number of passengers carried one mile, 181,374,046; number of passengers carried one mile per mile of road, 105,326; average distance carried, 87.41 miles.

Total passenger revenue, \$4,613,529.32; average amount received from each passenger, \$2.22338; average receipts per passenger per mile, \$0.02544.

Total passenger service train revenue, \$5,597,273.44; passenger service train revenue per mile of road, \$3,250.39; passenger service train revenue per train mile, \$1.63591.

Freight Traffic: Number of tons carried of freight earning revenue, 5,433,055; number of tons carried one mile, 1,547,857,536; number of tons carried one mile per mile of road, 898,856; average distance haul of one ton, 284.90 miles.

Total freight revenue, \$14,802,624.08; average amount received for each ton of freight, \$2.72455; average receipts per ton per mile, \$.00956; freight revenue per mile of road, \$8,596.03; freight revenue per train mile, \$5.07362.

Total Traffic: Operating revenue, \$20,695,358.71; operating revenue per mile of road, \$12,018.00; operating revenue per train mile, \$3.32323.

Operating expenses, \$10,340,612.45; operating expenses per mile of road, \$6,004.90; operating expenses per train mile, \$1.66048.

Net operating revenue, \$10,354,746.26; net operating revenue per mile of road, \$6,013.10.

Average number of passengers per car mile, 14; average number of passengers per train mile, 53; average number of passenger cars per train mile, 6.24.

Average number of tons of freight per loaded car mile, 22.33; average number of tons of freight per train mile, 530.53; average number of freight cars per train mile, 32.89; average number of loaded cars per train mile, 23.76; average number of empty cars per train mile, 8.17.

Average mileage operated during year, 1,722.03.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 3,183,745; passenger locomotive miles, 3,514,215; mixed locomotive miles, 120,681; special locomotive miles, 11,835; switching locomotive miles, 1,172,944; total revenue locomotive mileage, 8,003,420; nonrevenue service locomotive miles, 440,183.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 69,309,045; empty, 23,849,981; caboose, 2,812,018; total freight car miles, 95,971,044.

Passenger car miles, passenger, 7,110,724; sleeping, parlor and observation, 5,931,952; other passenger train cars, 8,322,860; total passenger car miles, 21,365,536.

Special car miles, freight loaded, 105,178; caboose, 7,524; passenger, 33,099; sleeping, parlor and observation, 496; other passenger train cars, 755; total special car miles, 147,052; total revenue car mileage, 117,483,632; nonrevenue service car miles, 2,036,518.

*Train Mileage*—Revenue Service: Freight train miles, 2,797,576; passenger train miles, 3,301,513; mixed train miles, 119,991; special train miles, 8,395; total revenue train mileage, 6,227,475; nonrevenue service train miles, 225,562.

*Traffic and Mileage Statistics—State of Oregon*—Passenger Traffic: Number of passengers carried earning revenue, 326,311; number of passengers carried one mile, 4,086,205; number of passengers carried one mile per mile of road, 36,956; average distance carried, 12.52 miles.

Total passenger revenue, \$110,956.37; average amount received from each passenger, \$0.34003; average receipts per passenger per mile, \$0.02715.

Total passenger service train revenue, \$136,981.62; passenger service train revenue per mile of road, \$1,238.87; passenger service train revenue per train mile, \$1.46633.

*Freight Traffic*: Number of tons carried of freight earning revenue, 1,098,219; number of tons carried of intrastate freight earning revenue, 6,763; number of tons carried one mile, 16,216,020; number of tons carried one mile (intrastate) 192,146; number of tons carried one mile per mile of road, 146,658; number of tons carried one mile (intrastate) per mile of road, 1,738; average distance haul of one ton, 14.77 miles; average distance haul of one ton (intrastate) 28.41 miles.

Total freight revenue, \$155,058.81; total intrastate freight revenue, \$18,133.49; average amount received for each ton of freight, \$0.14119; average amount received for each ton of intrastate freight, 2.68128; average receipts per ton per mile, \$0.0956; average receipts per ton per mile (intrastate) \$0.09437; freight revenue per mile of road, \$1,402.36; freight revenue per train mile, \$1.96965.

*Total Traffic*: Operating revenues, \$295,992.29; operating revenues per mile of road, \$2,676.97; operating revenues per train mile, \$2,294.23.

Operating expenses, \$285,761.36; operating expenses per mile of road, \$2,584.44; operating expenses per train mile, \$2,214.93.

Net operating revenue, \$10,230.93; net operating revenue per mile of road, \$92.53.

Average number of passengers per car mile, 13; average number of passengers per train mile, 44; average number of passenger cars per train mile, 5.15.

Average number of tons of freight per loaded car mile, 13.42; average

number of tons of freight per train mile, 205.99; average number of freight cars per train mile, 20.29; average number of loaded cars per train mile, 15.35; average number of empty cars per train mile, 4.44.

Average mileage operated during year, 110.57.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 38,024; passenger locomotive miles, 55,738; mixed locomotive miles, 43,514; special locomotive miles, 254; total revenue locomotive mileage, 137,530; nonrevenue service locomotive miles, 10,875.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 1,208,368; empty, 349,261; caboose, 39,556; total freight car miles, 1,597,185.

Passenger car miles: Passenger, 209,116; sleeping, parlor and observation, 103,464; other passenger train cars, 168,618; total passenger car miles, 481,198.

Special car miles: Freight loaded, 1,935; caboose, 135; passenger, 810; total special car miles, 2,880.

Total revenue car mileage, 2,081,263; nonrevenue service car miles, 30,239.

*Train Mileage*—Revenue Service: Freight train miles, 35,344; passenger train miles, 50,038; mixed train miles, 43,380; special train miles, 254; total revenue train mileage, 129,016; nonrevenue service train miles, 4,995.

*Freight Traffic Movement in Tons—Entire Line*—Products of Agriculture: Grain, 357,950; flour, 49,460; other mill products, 27,391; hay, 149,991; tobacco, 615; cotton, 312; fruit and vegetables, 491,867; other products of agriculture, 16,740; total, 1,094,326.

Products of Animals: Live stock, 201,212; dressed meats, 1,716; other packing house products, 15,759; poultry, game and fish, 18,196; wool, 19,997; hides and leather, 6,694; other products of animals, 14,494; total, 274,068.

Products of Mines: Anthracite coal, 1,864; bituminous coal, 1,747,482; coke, 10,455; ores, 304,219; stone, sand and other like articles, 78,953; other products of mines, 113,064; total, 2,356,037.

Products of Forests: Lumber, 670,586; other products of forest, 4,555; total, 675,141.

Manufactures: Petroleum and other oils, 23,042; sugar, 82,800; naval stores, 454; iron, pig and bloom, 14,767; iron and steel rails, 104,854; other castings and machinery, 91,292; bar and sheet metal, 23,493; cement, brick and lime, 171,357; agricultural implements, 14,961; wagons, carriages, tools, etc., 18,460; wines, liquors and beers, 18,286; household goods and furniture, 25,522; other manufactures, 130,127; total, 719,415.

Merchandise, 250,701; miscellaneous, 59,367.

Total tonnage, 5,433,055.

*Intrastate Freight Traffic Movement in Tons—State of Oregon*—Products of Agriculture: Grain, 312; flour, 172; hay, 24; fruit and vegetables, 55; total, 563.

Products of Animals: Live stock, 659; wool, 139; other products of animals, 30; total, 828.

Products of Mines: Bituminous coal, 114; coke, 70; ores, 337; stone, sand and other like articles, 1,189; total, 1,710.

Products of Forests: Lumber, 516; other products of forest, 12; total, 528.

Manufactures: Petroleum and other oils, 40; sugar, 127; castings and machinery, 56; cement, brick and lime, 205; agricultural implements, 14; household goods and furniture, 10; other manufactures, 72; total, 524.

Merchandise, 668; miscellaneous, 131.

Total tonnage: State, 2,079.

*Description of Equipment—Entire Line*—Locomotives owned and in service: Passenger, 65; freight, 187; switching, 36; total, 288.

Cars owned and in service: Passenger, first class, 147; combination, 7; dining, 19; baggage, express and postal, 94; other cars, 10; total, 277; freight, box, 1,836; flat, 205; stock, 1,785; coal, 3,566; other cars, 225; total, 7,617.

In company's service: Officers and pay, 5; gravel, 127; derrick, 5; caboose, 105; other road cars, 502; total, 744; total cars in service and owned, 8,638.

### MILEAGE OF ROAD OPERATED—ENTIRE LINE (All Tracks).

	Single track	Second track	Yard track and sidings	Total
<b>LINE OWNED:</b>				
Main line .....	960.17	43.58	871.85	1,875.27
Branches and spurs .....	695.08		124.86	819.44
Line operated under lease .....	95.17		10.18	105.35
Line operated under trackage rights .....	11.63	2.15	18.48	32.21
Total mileage operated .....	1,762.05	45.40	524.82	2,332.27
New line constructed during year .....	121.81	7.44	24.44	153.19
<b>RAILS:</b>				
Iron .....	18.70		38.34	57.04
Steel .....	1,781.72	43.25	468.05	2,243.02

### MILEAGE OF ROAD OPERATED—STATE OF OREGON (All Tracks.)

	Miles single track	Miles second track	Miles yard track and sidings	Total
<b>LINE OWNED:</b>				
Main line .....	15.40		14.05	29.45
Line operated under lease .....	95.17		10.18	105.35
Total mileage operated .....	110.57		24.23	134.80
<b>RAILS:</b>				
Iron .....			2.38	2.38
Steel .....	110.57		21.85	132.42

### MILEAGE OF LINE OPERATED—BY STATES (Single Track).

	Main line	Branches and spurs	Line operated under lease	Line operated under trackage rights	Total mileage operated	New line constructed during year	Rails	
							Iron	Steel
Wyoming .....	92.87	81.01			123.88		.02	123.86
Utah .....	113.45	91.73		2.94	208.12	2.34	4.14	201.04
Idaho .....	612.72	562.81			1,175.53	118.97	14.54	1,160.99
Montana .....	126.23	9.53		8.69	144.45			135.76
Oregon .....	15.40		95.17		110.57			110.57
Total mileage operated .....	960.17	695.08	95.17	11.63	1,762.05	121.81	18.70	1,781.72

## MILEAGE OF LINE OWNED—BY STATES (Single Track).

	Main line	Branches and spurs	Total mileage owned	New line constructed during year	Rails	
					Iron	Steel
Wyoming.....	92.37	31.01	123.38	-----	.02	123.36
Utah.....	113.45	91.73	205.18	2.34	4.14	201.04
Idaho.....	612.72	562.81	1,175.53	118.97	14.54	1,160.99
Montana.....	*126.23	66.12	*192.35	-----	-----	192.35
Oregon.....	15.40	-----	15.40	-----	-----	15.40
Total mileage owned.....	960.17	751.67	1,711.84	121.31	18.70	1,603.14

\*NOTE.—56.59 miles leased to Northern Pacific Railway Company, 8.69 miles of which is operated by Oregon Short Line Railroad Company under trackage rights.

*Renewals of Rails and Ties*—Entire Line: New rails laid during the year, steel, 6,123.27 tons; average price per ton at distributing point, \$35.97; new ties laid during the year, Oregon fir, burnettized, 348,529; average price at distributing point, 98.1 cents; Oregon fir untreated, 259,353; average price at distributing point, 74.74 cents.

In Oregon: New rails laid during the year, 353.57 tons steel, 90 pounds per yard, average price at distributing point, \$36.45; new ties laid during year, Oregon fir, burnettized, 3,085; average price at distributing point, 96 cents; Oregon fir, untreated, 4,093; average price at distributing point 74 cents.

*Characteristics of Road—State of Oregon*—Alignment: Number of curves, 178; aggregate length curved line, 35.99 miles; aggregate length of straight line, 74.58 miles.

Profile: Length of level line, 25.09 miles: ascending grades, 25; sum of ascents, 479 feet; aggregate length of ascending grades, 35.92 miles; descending grade, 35; sum of descent, 527 feet; aggregate length of descending grades, 49.56 miles.

Bridges: Iron, 11; aggregate length, 1,930 feet; combination, 3; aggregate length, 357 feet.

Trestles, 35; aggregate length, 1,887 feet; tunnels, 7; aggregate length, 4,079 feet.

Gauge of track, 4 feet, 8½ inches; 110.57 miles.

Telegraph: Owned by this company, miles of line, 58.80; miles of wire, 115.80; operated by this company, miles of wire, 60; operated by Western Union Telegraph Company jointly, miles of line and wire, 55.80; owned by Western Union and located on property of this company, miles of line, 55.80; miles of wire, 60, operated by Western Union Telegraph Company, 55.80 miles of wire owned by Western Union Telegraph Company, operated jointly by this company and Western Union Telegraph Company.

## OREGON &amp; SOUTHEASTERN RAILROAD COMPANY.

Organized March 1, 1905, under the general laws of the State of Oregon.

*Directors*—G. B. Hengen, Chicago, Ill.; George W. Crosby, Atlantic City, N. J.; A. B. Wood, Herbert Eakin, J. B. Protzman, Cottage Grove, Oregon.

*Officers*—President, G. B. Hengen; First Vice-President, G. W. Crosby; Second Vice-President and Auditor, J. B. Protzman; Secretary and General Manager, A. B. Wood.

*Road Operated*—From Cottage Grove, Oregon, to Disston, Oregon, 20 miles.

## CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 5,000; par value authorized and outstanding, \$500,000; in treasury, \$97,300; not held by respondent, \$402,700; preferred, number of shares authorized, 5,000; par value, \$500,000; par value outstanding, \$500,000; in treasury, \$97,300; not held by respondent, \$402,700.

Common and preferred stock issued for organization, right of way and survey.

*Funded Debt*—First mortgage, 20 year, 5% bonds, maturing December 9, 1922, par value authorized, \$300,000; outstanding not held by respondent, \$295,000; interest accrued during the year, \$14,750; paid during the year, nothing.

Bonds issued for cash, total cash realized, \$265,500.

*Total Capitalization*—Par value outstanding, \$1,295,000; assigned to railways, amount per mile of line, \$64,750.

*Road and Equipment*—Expenditures for additions and betterments during the year: Road, \$3,005.68; equipment, \$583.71; total, \$3,589.39; total cost to June 30, 1912, \$1,168,299.14; cost per mile of line, \$58,414.95.

*Income Account*—Operating revenue, \$31,710.41; expenses, \$33,810.92; net operating deficit, \$2,100.51; taxes, accrued, \$1,246.44; operating loss, \$3,346.95.

Deductions from gross corporate income: Interest accrued on funded debt, \$14,750; other interest, \$6,805.04; sinking and redemption fund, chargeable to income, \$4,425; total deductions, \$25,980.04; net corporate loss. carried to the debit of profit and loss, \$29,326.99.

*Profit and Loss Account*—Debit: Balance June 30, 1911, \$145,135.56; balance for year from income account, \$29,326.99; total, \$174,462.55.

Balance debit, June 30, 1912, \$174,462.55.

*Operating Revenues—State and Entire Line*—Revenues from transportation: Freight, \$23,402.48; passenger, \$6,865.65; mail, \$868.68; total passenger service train revenue, \$7,734.33; switching revenue, \$478.70; total revenue from transportation, \$31,615.51.

Revenue from operations other than transportation, \$94.90; total operating revenue, \$31,710.41.

(All revenues of this company are assigned to intrastate traffic.)

*Operating Expenses—Entire Line and State*—Maintenance of way and structures, \$13,122.03; maintenance of equipment, \$3,679.92; traffic expenses, \$126; transportation expenses, \$9,180.76; general expenses, \$7,702.21; total, \$33,810.92.

Ratio of operating expenses to operating revenues, 106.62 per cent.



*General Balance Sheet*—Assets: Road and equipment, \$1,168,299.14; working assets (including \$194,600 stock held in treasury), \$202,726.35; profit and loss balance, \$174,462.55 (less appropriated sinking fund, \$37,612.50), \$136,850.05; grand total, \$1,507,875.54.

Liabilities: Capital stock, \$1,000,000; mortgage bond, \$295,000; working liabilities, \$207,557.67; accrued liabilities not due, \$5,317.87; grand total, \$1,507,875.54.

### EMPLOYES AND SALARIES—STATE OF OREGON AND ENTIRE LINE.

Class	Num- ber	Total yearly compensation	Average daily com- pensation
General officers	3	\$ 7,500 00	\$ 9 58
General office clerks	1	450 00	2 88
Station agents	1	780 00	2 49
Enginemen	1	1,109 80	3 39
Firemen	1	751 00	2 30
Conductors	1	1,028 43	3 22
Other trainmen	1	735 00	2 30
Machinists		930 60	3 30
Other shopmen	1	982 50	2 31
Section foremen	3	2,160 00	2 30
Other trackmen	8	5,170 00	3 00
All other employees and laborers	2	588 60	3 66
Total (including general officers)	23	\$ 22,135 43	\$ 3 19
Total (excluding general officers)	20	14,635 43	2 88

*Traffic and Mileage Statistics*—Passenger Traffic: Number of passengers carried earning revenue, 14,109; number of passengers carried one mile, 177,429; number of passengers carried one mile per mile of road, 8,871; average distance carried, 12.58.

Total passenger revenue, \$6,865.65; average amount received from each passenger, \$0.48661; average receipts per passenger per mile, \$0.03868.

Total passenger service train revenue, \$7,734.33; passenger service train revenue per mile of road, \$386.71; passenger service train revenue per train mile, \$0.464147.

Freight Traffic: Number of tons carried of freight earning revenue, 44,352; number of tons carried one mile, 655,212; number of tons carried one mile per mile of road, 32,761; average distance haul of one ton, 14.77.

Total freight revenue, \$23,402.48; average amount received for each ton of freight, \$0.52765; average receipts per ton per mile, \$0.03572; freight revenue per mile of road, \$1,170.12; freight revenue per train mile, \$1.86921.

Total Traffic: Operating revenue, \$31,710.41; operating revenue per mile of road, \$1,585.52; operating revenue per train mile, \$1.89203.

Operating expenses, \$33,810.92; operating expenses per mile of road, \$1,690.55; operating expenses per train mile, \$2.01736.

Net operating deficit, \$2,100.51; net operating deficit per mile of road, \$105.03.

Average number of passengers per car mile, 10; average number of passengers per train mile, 10; average number of passenger cars per train mile, 1.

Average number of tons of freight per loaded car mile, 25.76; average number of tons of freight per train mile, 52.33; average number of freight cars per train mile, 5.05; average number of loaded cars per train mile, 2.03; average number of empty cars per train mile, 2.02.

Average mileage operated during year, 20.

*Locomotive Mileage*—Revenue Service: Passenger locomotive miles, 4,240; mixed locomotive miles, 12,520; total revenue locomotive mileage, 16,760.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 25,431; empty, 25,231; caboose, 12,520; total freight car miles, 63,182.

Passenger car miles, passenger, 16,760; total passenger car miles, 16,760.

*Train Mileage*—Revenue Service: Passenger train miles, 4,240; mixed train miles, 12,520; total revenue train mileage, 16,760.

*Freight Traffic Movement in Tons—Oregon and Entire Line*—Product of Forest: Lumber 19,449; other products of forest, 23,952; total, 43,401. Manufactures, 87; merchandise, 864; total tonnage, 44,352.

*Description of Equipment*—Locomotives: Freight, 2; total locomotives in service and owned, 2; cars in passenger service, second class. 1; combination, 1; total, 2; in freight service, box, 1; flat, 38; total, 39; in company's service, caboose, 1; total cars in service and owned, 42.

*Mileage of Road Operated*—All Tracks: Single track, 20 miles; yard tracks and sidings, 2.25 miles; total, 22.25 miles.

New line constructed during the year: Yard tracks and siding, .25 miles.

*Renewals of Rails and Ties*—Rails laid during the year, steel, 10.40 tons; weight per yard, 60 lbs.; average price at distributing point, \$48 per ton.

*New Ties Laid During the Year*—Fir, 12,505; average price at distributing point, 26 cents.

*Characteristics of Road*—Alignment: Number of curves, 33; aggregate length of curved line, 6.18 miles; length of straight line, 13.82 miles.

Profile: Length of level line, 2.20 miles; ascending grades, 6; sum of ascents, 552 feet; aggregate length of ascending grades, 17.80 miles. Bridges: Wooden, 3; aggregate length, 306 feet.

Trestles, 11; aggregate length, 702 feet; gauge of track, 4 feet, 8½ inches; 20 miles.

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## OREGON TRUNK RAILWAY.

Organized November 3, 1909, under the laws of Washington.

*Directors*—J. H. Young, J. B. Kerr, F. A. Peil, W. F. Turner, all of Portland, Oregon, and A. L. Miller, Vancouver, Washington.

*Officers*—President, J. H. Young; Vice-President, James B. Kerr; Secretary and Comptroller, W. F. Turner; Treasurer, T. N. Dunbar; General Counsel, Carey & Kerr; Chief Engineer, R. Budd; General Superintendent, J. Russell; General Freight and Passenger Agent, W. E. Coman.

This corporation is controlled by the Spokane, Portland & Seattle Railway Company, through acquisition of capital stock.

*Road Owned*—Main line, single track, from Fall Bridge, Washington, to Bend, Oregon, 156.90 miles; yard track and sidings, 39.56 miles; total mileage owned, all tracks, 196.46.

State of Oregon: Miles of single track, 156.17; yard track and sidings, 30.47; constructed during the year, single track, 34.39 miles; yard track and sidings, 4.56; total, 38.95.

Des Chutes Railroad has right to operate equally with Oregon Trunk Railway; North Junction to South Junction, 10.41 miles, and from Metolius to Bend, Oregon, 42.68 miles.

Earning and operating expenses to June 30, 1912, have been included in the cost of the road and equipment.

#### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 200,000; total par value authorized, \$20,000,000; total par value outstanding not held by respondent, \$10,000,000; issued for cash and par value realized in cash.

Funded Debt: None.

Total capitalization outstanding par value, \$10,000,000; amount per mile (156.19 miles), \$63,735.

*Cost of Road and Equipment*—Expenditures for new lines or extensions during the year, road, \$1,767,859.11; equipment, \$28,951.62; general expenditures, \$375,090.45; total, \$2,171,901.18.

Total expenditures to June 30, 1912, \$16,522,156.69; cost per mile of line, \$105,303.74.

NOTE.—All expenditures for road and equipment are assignable to Oregon with the exception of Fall Bridge terminal, the cost of which has not been segregated.

*General Balance Sheet*—Assets: Road and equipment, \$16,522,156.69; securities, \$165,342.50; working assets, \$164,103.67; deferred debit items, \$1,330.39; grand total, \$16,852,933.25.

Liabilities: Capital stock, common, \$10,000,000; obligations for advance received for construction and betterments, \$6,714,059.73; working liabilities, \$131,267.51; deferred credit items, \$7,606.01; grand total, \$16,852,933.25.

*Description of Equipment*—Locomotives owned, passenger, 3; total in service and owned, 3; cars in company's service, tank, 10; total cars owned and in service, 10.

*Characteristics of Road in Oregon*—Alignment: Number of curves, 273; aggregate length of curved line, 72.01 miles; length of straight line, 84.16 miles.

Profile: Ascending grades, 19; sum of ascents, 3,644 feet; aggregate length of ascending grades, 126.64 miles; descending grades, 3; sum of descents, 132 feet; aggregate length, 7.95 miles.

Bridges: Steel, 10; aggregate length, 3,334 feet.

Trestles, 79; aggregate length, 9,294 feet.

Tunnels, 7; aggregate length, 3,961 feet.

Overhead highway crossings, 2; overhead railway crossings, 1.

Gauge of track, 4 feet, 8½ inches; 156.17 miles.

Telegraph owned by respondent, miles of line, 155.50; miles of wire, 829.20; operated by respondent, 155.50 miles of line, 777.50 miles of wire; operated and owned by O.-W. R. & N. Company, 51.70 miles of wire.

## OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY.

Organized November 23, 1910, under the laws of Oregon.

**Directors**—J. D. Farrell, J. P. O'Brien, Portland, Oregon; Robert Gerry, Newport, R. I.; Marvin Hewitt, Chicago, Ill.; Otto H. Kahn, Morristown, N. J.; Mortimer L. Schiff, Oyster Bay, New York; J. Kruttschnitt, Robert S. Lovett, Wm. Rockefeller, W. G. Rockefeller, Jacob H. Schiff, L. J. Spence, C. C. Stillman, W. V. S. Thorne, Frank A. Vanderlip, all of New York City.

**Officers**—Chairman of the Executive Committee, Robt. S. Lovett; President, J. D. Farrell; Vice-President and Comptroller, Wm. Mahl; Vice-President and General Manager, J. P. O'Brien; Vice-President, R. E. Strahorn; Secretary, Alex. Millar; Treasurer, Frederick V. S. Crosby; General Counsel, Maxwell Evarts; General Counsel, W. W. Cotton; Deputy Comptroller, C. B. Seger; Assistant Comptroller, H. S. Bradt; Auditor, R. S. Blaisdell; Director of Purchasers, W. V. S. Thorne; Assistant General Managers, M. J. Buckley, J. R. Holman, F. L. Pitman, J. F. Graham; Chief Engineer, G. W. Boschke; Traffic Manager, R. B. Miller; Assistant Traffic Manager, W. D. Skinner; General Freight Agent, H. E. Lounsbury; General Passenger Agent, Wm. McMurray.

Transportation and corporation controlled by respondent, Camas Prairie Railroad Company, 50%, joint ownership with Northern Pacific Railway Company. Northern Pacific Terminal Company, 40%, jointly by Northern Pacific and Southern Pacific Railway Companies.

This company is controlled by the Oregon Short Line Railroad Company through ownership of capital stock.

### ROAD OPERATED.

	In Oregon	Entire line
Line owned—main line		886.66
West line of Front street, Portland, to Huntington, Or., 398.78; East Portland, Or., to Troutdale, Or. (via tunnel), 21.45 miles; Peninsular Junction to N. Portland Junction, 1.18 miles; Umatilla, Or., to Oregon-Washington State line, 20.16 miles	442.12	
Branches and spurs owned		767.42
St. John's Junction to E. Y. switch (via St. John), 7.77 miles; Biggs to Shaniko, Or., 69.71 miles; Arlington to Condon, 45.81 miles; Heppner Junction, Or., to Heppner, 46.40 miles; Pilot Rock Junction to Pilot Rock, 14.21; La Grande to Joseph, 83.58 miles; Pendleton to Oregon-Washington State line, 41.37 miles	307.15	
Lines operated under contract or agreement		95.23
Des Chutes R. R.—Des Chutes Junction, Or., to N. Junction, Or., 7.26 miles; S. Junction to Metolius Junction, Or., 28.97 miles	95.23	
Line operated under trackage rights		230.56
Northern Pacific Terminal Co. of Oregon in the Central Union Depot, Portland, to W. line of Front street, Portland, .21 miles; S. P. & S. Ry. Co. and Northern Pacific Ry. Co., jointly, from N. Portland to Oregon-Washington State line, 1.65; Oregon Trunk Ry., N. Junction to S. Junction, 10.41 miles, and Metolius to Bend, Or., 42.67	54.94	
Total mileage operated	899.44	1,919.87

**Outside Operations**—Boat lines in Oregon, Washington and Idaho; parlor and chair car service, dining and special car service, hotels and restaurants in territory traversed by line of road.

*Roads and Tracks Assigned to Another Carrier Through Lease*—Northern Pacific Terminal Company, .05 miles; January 1, 1883, to January 1, 1933, rental \$1,000 per annum.

#### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 500,000; par value outstanding not held by company, \$50,000,000; all issued for cash and par value realized.

*Funded Debt*—Oregon-Washington Railroad & Navigation Company first and refunding mortgage bonds maturing January 1, 1961; total par value, authorized, \$175,000,000; par value outstanding not held by respondent, 39,400,000; interest assessed during year, \$1,576,600; Oregon R. R. & Navigation Company consolidated mortgage bonds maturing June 1, 1946; total par value authorized, \$24,500,000; outstanding not held by respondent, \$23,380,000; interest accrued during the year, \$935,200.00.

*Purpose of Issue*: Issued for purpose of railway or other property, \$39,400,000; par value, cash realized, \$35,508,690; issued for reorganization (assumed with railways and properties of Oregon Railroad & Navigation Co.), \$23,380,000, par value.

Total capitalization par value outstanding, \$112,780,000; assigned to railways, amount per mile of line (1,766.67 miles), \$63,837.

*Road and Equipment*—Expenditures for additions and betterments during the year, road, \$1,568,662.43; equipment, \$14,765.32; general expenses, \$998.44; total, \$1,584,426.19; expenditures for new lines or extensions during the year, road, \$6,386,605.19; equipment credit, \$1,698.25; general expenditures, \$133,575.83; total, \$6,518,482.77.

Total expenditures to June 30, 1912, \$133,454,206.11; reserve for accrued depreciation, \$71,409.99; net total, \$133,382,796.13; cost per mile of line, \$75,499.55.

*Road and Equipment*—State of Oregon: Expenditures for additions and betterments during year, \$1,499,366.31; expenditures for new lines or extensions during year, \$397,276.67.

## INCOME ACCOUNT.

<b>OPERATING INCOME:</b>		
Operating revenues .....		\$ 16,298,681 90
Operating expenses .....		10,878,279 21
Net operating revenues .....		\$ 5,420,402 69
<b>OUTSIDE OPERATIONS:</b>		
Revenues .....	\$ 483,096 81	
Expenses .....	496,158 67	
Net deficit .....		13,061 86
Total net revenue .....		\$ 5,407,340 83
Taxes accrued .....		1,148,167 41
Operating income .....		\$ 4,264,173 42
<b>OTHER INCOME:</b>		
Rents accrued from lease of road .....	\$ 191,405 00	
Joint facilities .....	155,806 63	
Miscellaneous rents .....	85,681 33	
Separately operated properties .....	77,331 57	
Interest accrued on funded debt owned .....	9,412 51	
Interest on other securities, loans and accounts .....	2,829 25	
Miscellaneous income .....	6 (0)	
Total other income .....		\$ 472,472 29
Gross corporate income .....		\$ 4,736,645 71
Deductions from gross corporate income .....	\$ 4,710 50	
Hire of equipment .....	345,199 19	
Joint facilities .....	729,511 44	
Miscellaneous rents .....	126,040 39	
Interest accrued on funded debt .....	2,511,800 00	
Other interest .....	514,497 63	
Total deductions .....		4,281,769 15
Net corporate income .....		\$ 504,876 56

*Profit and Loss* — Credit: Balance June 30, 1911, \$4,066,819.40; balance for year brought forward from income account, \$504,876.56; profit from sale of floating equipment, \$892.55; interest prior to current fiscal year, \$96.08; pay checks audited vouchers, etc., written off, \$8,212.81; income from real estate prior to fiscal year, \$18,078.75; net collections from Portland Asiatic Steamship Company written off to profit and loss, prior years, \$49,443.95; liabilities of O. R. R. & N. Company prior to December 23, 1910, \$214,053.71; collections of old accounts, \$44,614.36; total, \$4,907,087.57.

Debit: Extinguishment of discount on securities, \$1,457,542.50; uncollectible accounts written off, \$2,988.27; abandoned property, \$17,889.31; credit, balance June 30, 1912, \$3,428,667.49; total, \$4,907,087.57.

Advances to proprietary and affiliated companies: Clearwater Railway Water Valley Company, \$749.20; Northern Pacific Terminal Company, \$449,180.20; Oregon Eastern Railway Company, \$139,615.60; West Coast R. R. Company, \$2,879.53; Des Chutes Railroad Company, \$13,240.30; Portland Terminal Investment Company, \$23,832.32; Portland & San Francisco Steamship Company, \$40,270.54.

Obligations for advances from other companies: Oregon Short Line R. R. Company, \$19,081,415.41.

## OPERATING REVENUES—STATE OF OREGON.

Account	Entire line total revenue	Intrastate revenue	Interstate revenue assigned to State	Total revenue
<b>REVENUE FROM TRANSPORTATION:</b>				
Freight .....	\$ 10,213,746 86	\$ 1,467,162 47	\$ 5,556,437 78	\$ 7,023,590 25
Passenger .....	\$ 4,941,563 85	\$ 1,072,699 36	\$ 1,681,280 49	\$ 2,758,979 85
Excess baggage .....	62,633 07	11,857 38	25,176 87	37,034 30
Mail revenue .....	327,056 72			253,982 22
Express revenue .....	351,887 00			186,259 66
Other passenger train revenue .....	19,077 53	635 90	8,001 75	8,637 65
Total passenger service revenue .....	\$ 5,701,617 67	\$ 1,085,192 59	\$ 1,715,459 11	\$ 3,239,843 58
Switching revenue .....	\$ 94,257 56	76,919 39		\$ 76,919 39
Special train revenue .....	17,244 48		10,450 45	10,450 45
Miscellaneous trans- portation revenue .....	115,478 53			58,982 28
Total revenue from transportation .....	\$ 16,142,345 10	\$ 2,629,264 45	\$ 7,281,347 34	\$ 10,409,785 95
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>				
Station and train privi- leges .....	\$ 25,569 42	\$	\$	\$ 11,381 42
Parcel room receipts .....	6,723 32	1,372 33		1,372 33
Storage—freight .....	8,910 81	8,246 83		8,246 83
Storage—baggage .....	7,504 35	2,048 90		2,048 90
Car service .....	21,420 75	13,785 53		13,785 53
Telegraph and tele- phone service .....	719 44	719 44		719 44
Rents of buildings and other property .....	20,325 39	9,985 84		9,985 84
Miscellaneous .....	20,068 57			14,191 72
Total revenue from operations other than transportation .....	\$ 121,243 05	\$ 36,157 87	\$	\$ 61,731 01
Joint facilities revenue —Dr. ....	\$ 4,880 87	\$	\$	\$
Joint facilities revenue —Cr. ....	39,924 62	38,251 25		38,251 25
Total operating revenue .....	\$ 16,298,681 90	\$ 2,803,673 57	\$ 7,281,347 34	\$ 10,509,768 21

## GENERAL BALANCE SHEET.

ASSETS	
Property investment, road and equipment.....	\$ 182,454,206 11
Reserved for accrued depreciation.....	71,409 98
	\$ 188,882,796 18
Securities controlled by companies.....	677,736 75
Advances to proprietary, affiliated and controlled companies for construction, equipment and betterments.....	605,665 88
Miscellaneous investments, securities unpledged.....	1,100,000 00
Working assets.....	4,685,106 34
Accrued income not due.....	10,150 00
Deferred debit items.....	917,281 62
Grand total.....	\$ 141,278,735 67
LIABILITIES	
Capital stock, common.....	\$ 50,000,000 00
Mortgage bonded and secured debt.....	62,780,000 00
Working liabilities.....	23,561,905 25
Accrued liabilities not due.....	598,056 06
Deferred credit items.....	910,106 87
Profit and loss.....	8,428,667 49
Grand total.....	\$ 141,278,735 67

*Operating Expenses*—State of Oregon: Maintenance of way and structures, \$1,391,966.19; maintenance of equipment, \$1,100,366.60; traffic expenses, \$277,775.48; transportation expenses, \$3,290,896.82; general expenses, \$275,038.59; total operating expenses, \$6,336,043.68.

Ratio of operating expenses to operating revenue, 60.29 per cent.

*Operating Expenses*—Entire Line: Maintenance of way and structures, \$2,187,699.55; maintenance of equipment, \$1,764,373.55; traffic expenses, \$536,460.29; transportation expenses, \$5,854,753.05; general expenses, \$534,992.77; total operating expenses, \$10,278,279.21.

Ratio of operating expenses to operating revenue, 66.74 per cent.

*Taxes and Assessments*—Oregon, \$529,232.70; Washington, \$526,589.42; Idaho, \$75,845.29; United States Corporation Tax, \$11,500.

## EMPLOYEES AND SALARIES—ENTIRE LINE.

Class	Number	Total compensation	Average daily compensation
General officers.....	48	\$ 201,708 62	\$ 11 70
Other officers.....	64	163,968 98	6 88
General office clerks.....	758	576,910 25	2 21
Station agents.....	151	129,669 58	2 68
Other stationmen.....	607	114,868 79	2 16
Engine men.....	256	448,145 27	.....
Firemen.....	253	274,106 87	.....
Conductors.....	184	249,839 76	.....
Other trainmen.....	422	528,878 37	.....
Machinists.....	144	216,270 62	4 06
Carpenters.....	212	175,190 80	2 79
Other shopmen.....	855	709,595 54	2 65
Section foremen.....	237	176,972 48	2 24
Other trackmen.....	1,266	701,296 28	1 54
Switch tenders, crossing tenders and watchmen.....	29	19,052 03	2 62
Telegraph operators and dispatchers.....	127	143,718 07	2 88
Employees accounting floating equipment.....	152	138,892 65	1 97
All other employees.....	1,491	1,452,632 39	2 24
Total (including general officers).....	7,256	\$ 6,719,191 83	.....
Total (excluding general officers).....	7,207	6,517,488 71	.....



*Traffic and Mileage Statistics—Entire Line—*Passenger Traffic: Number of passengers carried earning revenue, 2,340,773; number of passengers carried one mile, 186,842,840; number of passengers carried one mile per mile of road, 98,240; average distance carried, 79.82 miles.

Total passenger revenue, \$4,941,563.35; average amount received from each passenger, \$2.11108; average receipts per passenger per mile, \$0.02645.

Total passenger service train revenue, \$5,701,617.67; passenger service train revenue per mile of road, \$2,997.85; passenger service train revenue per train mile, \$1.61349.

Freight Traffic: Number of tons carried of freight earning revenue, 5,273,131; number of tons carried one mile, 866,908,979; number of tons carried one mile per mile of road, 455,812; average distance haul of one ton, 164.40.

Total freight revenue, \$10,213,746.86; average amount received for each ton of freight, \$1.93694; average receipts per ton per mile, \$0.01178; average receipts per ton per mile (intrastate) \$5,370.29; freight revenue per train mile, \$4.85620.

Total Traffic: Operating revenues, \$16,298,681.90; operating revenues per mile of road, \$8,569.68; operating revenues per train mile, \$3.06805.

Operating expenses, \$10,878,279.21; operating expenses per mile of road, \$5,719.69; operating expenses per train mile, \$2.04772.

Net operating revenue, \$5,420,402.69; net operating revenue per mile of road, \$2,849.99.

Average number of passengers per car mile, 14; average number of passengers per train mile, 53; average number of passenger cars per train mile, 5.71.

Average number of tons of freight per loaded car mile, 20.62; average number of tons of freight per train mile, 412.18; average number of freight cars per train mile, 25.64; average number of loaded cars per train mile, 19.76; average number of empty cars per train mile, 5.04.

Average mileage operated during year, 1,901.90.

*Locomotive Mileage—Revenue Service:* Freight locomotive miles, 2,101,455; passenger locomotive miles, 3,489,068; mixed locomotive miles, 334,199; special locomotive miles, 10,005; switching locomotive miles, 883,955; total revenue locomotive mileage, 6,818,682; nonrevenue service locomotive miles, 304,321.

*Car Mileage—Revenue Service:* Freight car miles, loaded, 42,051,467; empty, 10,592,705; caboose, 1,780,572; total freight car miles, 54,424,744.

Passenger car miles, passenger, 6,900,968; sleeping, parlor and observation, 6,186,975; other passenger train cars, 7,077,955; total passenger car miles, 20,165,898.

Special car miles, freight, loaded, 98,581; caboose, 6,651; passenger, 35,365; sleeping, parlor and observation, 643; other passenger train cars, 1,662; total special car miles, 142,902; total revenue car mileage, 74,733,544; nonrevenue service car miles, 2,747,458.

*Train Mileage—Revenue Service:* Freight train miles, 1,772,121; passenger train miles, 3,202,605; mixed train miles, 331,116; special train miles, 6,549; total revenue train mileage, 5,312,391; nonrevenue service train miles, 214,733.

*Traffic and Mileage Statistics—State of Oregon—*Passenger Traffic: Number of passengers carried earning revenue, 1,175,723; number of passengers carried one mile, 107,358,337; number of passengers carried one mile per mile of road, 121,171; average distance carried, 91.31 miles.

Total passenger revenue, \$2,753,979.85; average amount received from each passenger, \$2.34237; average receipts per passenger per mile, \$0.02565.

Total passenger service train revenue, \$3,239,843.58; passenger service train revenue per mile of road, \$3,656.67; passenger service train revenue per train mile, \$1,836.40.

Freight Traffic: Number of tons carried of freight earning revenue, 3,552,126; number of tons carried of intrastate freight earning revenue, 132,813; number of tons carried one mile, 621,185,298; number of tons carried one mile (intrastate) 80,991,646; number of tons carried one mile per mile of road, 701,104; number of tons carried one mile (intrastate) per mile of road, 91,412; average distance haul of one ton, 174.88 miles; average distance haul of one ton (intrastate), 60.90 miles.

Total freight revenue, \$7,023,590.25: total intrastate freight revenue, \$1,467,152.47; average amount received for each ton of freight, \$1.97729; average amount received for each ton of intrastate freight, \$1.10328; average receipts per ton per mile, \$0.01131; average receipts per ton per mile (intrastate), \$0.01811; freight revenue per mile of road, \$7,972.21; freight revenue per train mile, \$6,125.84.

Total Traffic: Operating revenues, \$10,509,768.21; operating revenues per mile of road, \$11,861.91; operating revenues per train mile, \$3,815.62.

Operating expenses, \$6,336,043.68; operating expenses per mile of road, \$7,151.21; operating expenses per train mile, \$2,300.33.

Net operating revenue, \$4,173,724.53; net operating revenue per mile of road, \$4,710.70.

Average number of passengers per car mile, 15; average number of passengers per train mile, 61; average number of passenger cars per train mile, 6.67.

Average number of tons of freight per loaded car mile, 21.01; average number of tons of freight per train mile, 541.79; average number of freight cars per train mile, 32.15; average number of loaded cars per train mile, 25.79; average number of empty cars per train mile, 5.48.

Average mileage operated during year, 886.01.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 1,264,146; passenger locomotive miles, 1,844,868; mixed locomotive miles, 163,174; special locomotive miles, 6,778; switching locomotive miles, 545,246; total revenue locomotive mileage, 3,784,512; nonrevenue service locomotive miles, 193,794.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 29,569,052; empty, 6,285,996; caboose, 1,002,979; total freight car miles, 36,858,027.

Passenger car miles, passenger, 3,644,474; sleeping, parlor and observation, 3,584,069; other passenger train cars, 4,539,970; total passenger car miles, 11,768,513.

Special car miles, freight, loaded, 69,384; caboose, 4,753; passenger, 25,776; other passenger train cars, 1,020; total special car miles, 100,933; total revenue car mileage, 48,727,473; nonrevenue service car miles, 1,135,150.

*Train Mileage*—Revenue Service: Freight train miles, 985,518; passenger train miles, 1,603,205; mixed train miles, 161,033; special train miles, 4,648; total revenue train mileage, 2,754,404; nonrevenue service train miles, 128,823.

*Freight Traffic Movement in Tons—Entire Line*—Products of Agriculture: Grain, 620,791; flour, 75,088; other mill products, 36,934; hay, 61,028; tobacco, 597; cotton, 374; fruit and vegetables, 103,086; other products of agriculture, 11,846; total, 909,744.

Products of Animals: Live stock, 96,678; dressed meats, 9,200; other packing house products, 6,987; poultry, game and fish, 20,946; wool, 6,618; hides and leather, 9,544; other products of animals, 8,079; total, 158,052.

Products of Mines: Anthracite coal, 613; bituminous coal, 285,695; coke, 2,601; ores, 780,010; stone, sand and other like articles, 155,648; other products of mines, 206,942; total, 1,431,509.

Products of Forests: Lumber, 1,822,926; other products of forest, 203,663; total, 2,026,589.

Manufactures: Petroleum and other oils, 53,959; sugar, 17,127; naval stores, 199; iron, pig and bloom, 7,964; iron and steel rails, 49,563; other castings and machinery, 59,721; bar and sheet metal, 22,656; cement, brick and lime, 114,001; agricultural implements, 11,876; wagons, carriages and tools, etc., 10,731; wines, liquors and beers, 9,143; household goods and furniture, 15,106; other manufactures, 114,423; total, 486,469.

Merchandise, 210,500; miscellaneous, 50,268.

Total tonnage, 5,273,131.

*Intrastate Freight Traffic Movement in Tons—State of Oregon—*  
Products of Agriculture: Grain, 142,263; flour, 23,934; other mill products, 16,127; hay, 28,634; tobacco, 9; fruit and vegetables, 13,105; other products of agriculture, 317; total, 224,389.

Products of Animals: Live stock, 32,405; dressed meats, 4,865; other packing house products, 1,380; poultry, game and fish, 697; wool, 492; hides and leather, 415; other products of animals, 2,122; total, 42,376.

Products of Mines: Bituminous coal, 3,087; coke, 243; ore, 56; stone, sand and other like articles, 49,553; other products of mines, 187,989; total, 240,928.

Products of Forests: Lumber, 579,349; other products of forests, 115,603; total, 694,952.

Manufactures: Petroleum and other oils, 29,915; sugar, 1,010; naval stores, 19; iron, pig and bloom, 772; iron and steel rails, 1,511; other castings and machinery, 1,978; bar and sheet metal, 472; cement, brick and lime, 17,230; agricultural implements, 420; wagons, carriages, tools, etc., 119; wines, liquors and beers, 1,129; household goods and furniture, 537; other manufactures, 7,979; total, 63,091.

Merchandise, 53,116; miscellaneous, 10,961.

Total tonnage, 1,329,813.

#### MILEAGE OF ROAD OPERATED—ENTIRE LINE (All Tracks).

	Single track	Second track	Yard tracks and sidings	Total mileage operated
<b>LINE OWNED:</b>				
Main line.....	836.66	19.00	261.08	1,117.50
Branches and spurs.....	757.42	-----	102.43	859.85
Line operated under lease.....	95.23	-----	9.21	104.04
Lines operated under trackage rights.....	230.56	92.21	84.17	406.94
Total mileage operated.....	1,919.87	111.21	457.74	2,488.38
New line constructed during year.....	17.57	-----	32.37	49.94
<b>RAILS:</b>				
Iron.....	27.46	-----	44.64	72.10
Steel.....	1,892.41	111.21	413.10	2,416.72

### MILEAGE OF ROAD OPERATED—STATE OF OREGON (All Tracks)

	Single track	Second track	Yard tracks and sidings	Total mileage operated
<b>LINE OWNED:</b>				
Main line.....	442.12	15.13	157.95	615.20
Branches and spurs.....	307.15		33.33	340.48
Line operated under contract.....	95.23		9.21	104.44
Lines operated under trackage rights.....	54.94	1.65	22.29	78.88
Total mileage operated.....	899.44	16.78	222.78	1,139.00
New line constructed during year.....	.50		8.75	9.25
<b>RAILS:</b>				
Iron.....			17.24	17.24
Steel.....	899.44	16.78	205.54	1,121.76

### MILEAGE OF LINE OPERATED—BY STATES (Single Track)

	Main line	Branches and spurs	Line operated under contract	Line operated under trackage rights	Total	New construction during year
Oregon.....	442.12	317.15	95.23	54.94	899.44	.50
Washington.....	394.54	316.10		175.62	886.26	17.07
Idaho.....		134.17			134.17	
Total mileage operated.....	836.66	757.42	95.23	230.56	1,919.87	17.57

### MILEAGE OF LINE OWNED—BY STATES (Single Track)

	Main line	Branches and spurs	Total mileage owned	New line constructed	Rails	
					Iron	Steel
Oregon.....	442.17	402.32	344.49	.50		844.49
Washington.....	394.54	392.54	787.08	17.07	33.37	753.71
Idaho.....		135.10	135.10			135.10
Total miles operated.....	836.71	929.86	1,766.67	17.67	33.37	1,733.30

*Description of Equipment*—Locomotives owned and in service, entire line, passenger, 78; freight, 171; switching, 26; total, 275; cars in passenger service, first class, 97; second class, 15; combination, 7; dining, 15; baggage, express and postal, 64; other cars in passenger service, 18; total, 216; cars in freight service, box, 4,188; flat, 697; stock, 441; coal, 100; tank, 45; other cars in freight service, 390; cars in company's service, officers and pay, 5; derrick, 7; caboose, 102; other road cars, 689; total, 803; total cars owned, 6,880.

Locomotives owned not in service of respondent, 4.

*Renewals of Ties and Rails*—Entire Line: New rails laid during the year, 6,329.38 tons; average price at distributing point, \$40.52; new ties laid during the year, including switch and bridge ties, 473,220; average price at distributing point, 44 cents.

*Renewals of Rails and Ties*—State of Oregon: New rails laid during the year, steel, 6,245.09 tons; average price at distributing point, \$40.53; new ties laid during the year, including switch ties, 322,725; average price, 46.4 cents.

*Characteristics of Road*—State of Oregon: Miles, 844.50; alignment, number of curves, 1,825; aggregate length of curved line, 314.85 miles; length of straight line, 529.65 miles.

*Profile*: Length of level line, 144.80 miles; ascending grades, 473; sum of ascents, 21,109.6 feet; aggregate length of ascending grade, 493.56 miles; descending grades, 371; sum of descents, 7,732.2 feet; aggregate length of descending grades, 206.14 miles.

*Bridges*: Iron, 88; aggregate length, 12,247 feet; wooden, 5; aggregate length, 446 feet; combination, 1; aggregate length, 100.69 feet; total, 94; aggregate length, 12,162 feet.

*Trestles*, 503; aggregate length, 60,823 feet; tunnels, 14; aggregate length, 12,020.

Overhead highway crossings, 16; overhead railway crossings, 9.

Gauge of track, 4 feet, 8½ inches; 844.50 miles.

*Telephone and Telegraph*—Owned by company making this report: Miles of line, 84.08; miles of wire, 7,141.10; all operated by respondent.

Owned by another company but located on property of company making this report: Miles of line, 750.06; miles of wire, 3,579.86; all owned by Western Union Telegraph Company, of which 2,895.62 miles of wire is operated by Western Union Telegraph Company, 314.99 miles of wire operated by O. W. R. & N. Co., 369.25 miles of wire operated jointly by Western Union Telegraph Company and O.-W. R. & N. Co.

## PACIFIC & EASTERN RAILWAY.

Organized May 27, 1907, under the laws of Oregon.

*Directors*—J. H. Young, R. Budd, W. F. Turner, F. A. Piel, all of Portland, Oregon; Wm. Gerig, Medford, Oregon.

*Officers*—President, J. H. Young; Vice-President and General Manager, Wm. Gerig; Secretary and Comptroller, W. F. Turner; General Counsel, Carey & Kerr; Auditor, Carey & Kerr.

This company is controlled by Spokane, Portland and Seattle Ry. Company.

*Road Operated*—Main line from Medford to Butte Falls, 32.86 miles; branches and spurs, 1.50 miles; total mileage operated, 34.36 miles.

## CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 10,000; par value authorized outstanding not held by respondent, \$500,000.

All shares issued were for purchase of railway or other property and the total cash realized was \$500,000.

*Funded Debt*: Mortgage bonds 6% maturing 1937, par value authorized, \$1,000,000; outstanding not held by respondent, \$300,000; interest accrued during the year, \$18,000; paid during the year, \$18,000; issued for construction of new property, \$106,000; issued for purchase of railway or other property, \$40,000; issued for acquisition of securities, \$154,000; total par value, \$300,000; total cash realized, \$300,000.

Total capitalization par value outstanding, \$800,000; amount per mile of line (34.36 miles), \$23,283.

*Cost of Road and Equipment*—Expenditures for new lines or extensions during the year, road, \$107,400.17; general expenditures, \$74,491.87; equipment credit, \$1,827.66; total, \$180,064.38; total cost to June 30, 1912, \$2,077,887.36; less reserve for accrued depreciation, \$2,492.19; net total, \$2,075,395.17; per mile of line, \$60,401.49.

*Income Account*—Operating Income: Operating revenue, \$38,037.99; operating expenses, \$45,652.12; net operating deficit, \$7,614.13; taxes accrued, \$2,931.31; operating loss, \$10,545.44; deductions from gross corporate income, hire of equipment, balance, \$634.00; interest accrued on funded debt, \$18,000; other interest, \$4,283.16; total, \$22,917.16; net corporate loss, \$33,462.60.

*Profit and Loss*—Debit: Balance June 30, 1911, \$35,880.66; balance from year from income account, \$33,462.60; total balance debit June 30, 1912, \$69,343.26.

*Operating Revenues*—Revenue from transportation freight, \$17,966.61; passenger, \$17,610.40; excess baggage, \$110.90; mail, \$1,299.22; express, \$128.60; milk, \$4.35; other passenger trains, \$6.51.

Total passenger train revenue, \$19,159.98.

Total revenue from transportation, \$37,126.59.

Revenue from operation other than transportation: Storage, freight, \$6.90; car service, \$246; rents of buildings and other property, \$658.50; total, \$911.40.

Total operating revenues, \$38,037.99.

All revenues are considered intrastate.

*Operating Expenses*—Maintenance of way and structures, \$19,894.31; maintenance of equipment, \$5,187.48; traffic expenses, \$223.63; transportation expenses, \$18,240.22; general expenses, \$2,106.48; total, \$45,652.12.

Ratio of operating expenses through operating revenues, 120.02 per cent.

*General Balance Sheet*—Assets: Road and equipment, \$2,077,887.36; less reserve for accrued depreciation, \$2,492.19; total, \$2,075,395.17; working assets, \$6,261.13; deferred debit items, \$40,731.55; profit and loss balance, \$69,343.26; grand total, \$2,191,473.11.

Liabilities: Capital stock, common, \$500,000; first mortgage bonds, \$300,000; obligations for advances received for construction, equipment and betterments, \$1,332,840.11; working advances, \$56,962.60; accrued liabilities not due, \$1,928.40; grand total, \$2,191,731.11.

Contracts and Agreements: Contract with Wells Fargo & Company effective July 1, 1911, expires July 1, 1913; for carriage of express matter over road of respondent railway to receive 45% of gross earnings accruing on its line.

## EMPLOYEES AND SALARIES.

Class	Number	Total yearly compensation	Average daily compensation
General officers.....	4	\$ 3,420 00	\$ 4 67
General office clerks.....		384 86	79
Station agents.....	2	1,800 00.	2 46
Other stationmen.....	2	1,815 25	2 13
Enginemen.....	2	1,977 27	3 74
Firemen.....	2	1,662 00	3 02
Conductors.....	2	1,450 25	2 88
Other trainmen.....	3	2,774 46	2 63
Machinists.....	1	949 89	3 68
Carpenters.....	4	851 03	3 12
Other shopmen.....	3	1,005 35	2 88
Section foremen.....	5	1,561 88	2 75
Other trackmen.....	33	13,788 81	1 75
All other employees and laborers.....	5	1,040 68	2 29
Total (including general officers).....	68	\$ 33,915 68	\$ 2 26
Total (excluding general officers).....	64	30,496 68	2 14

*Traffic and Mileage Statistics*—Passenger Traffic: Number of passengers carried earning revenue, 31,622; number of passengers carried one mile, 434,136; number of passengers carried one mile per mile of road, 12,635; average distance carried, 13.72 miles.

Total passenger revenue, \$17,610.40; average amount received from each passenger, \$0.55690; average receipts per passenger per mile, \$0.04056; revenue per mile of road, \$557.62; passenger service train revenue per train mile, \$0.60537.

Freight Traffic: Number of tons carried of freight earning revenue, 13,525; number of tons carried one mile, 308,558; number of tons carried one mile per mile of road, 8,980; average distance haul of one ton, 22.81 miles.

Total freight revenue, \$17,966.61; average amount received for each ton of freight, \$1.32840; average receipts per ton mile, \$0.05823; freight revenue per mile of road, \$522.90; freight revenue per train mile, \$0.59260.

Total Traffic: Operating revenue, \$38,037.99; operating revenues per mile of road, \$1,107.04; operating revenues per train mile, \$1,200.92.

Operating expenses, \$45,652.12; operating expenses per mile of road, \$1,328.64; operating expenses per train mile, \$1,441.31.

Net operating deficit, \$7,614.13; net operating revenue (or deficit) per mile of road, \$221.60.

Average number of passengers per car mile, 7; average number of passengers per train mile, 14; average number of passenger cars per train mile, 1.91.

Average number of tons of freight per loaded car mile, 15.64; average number of tons of freight per train mile, 10.18; average number of freight cars per train mile, 1.11; average number of loaded cars per train mile, .65; average number of empty cars per train mile, .46.

Average mileage operated during year, 34.36.

*Locomotive Mileage*—Revenue Service: Passenger locomotive miles, 1,332; mixed locomotive miles, 30,318; special locomotive miles, 24; total revenue locomotive mileage, 31,674.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 19,724; empty, 14,032; total freight car miles, 33,756.

Passenger car miles, passenger, 60,415; total passenger car miles, 60.

*Train Mileage*—Revenue Service: Passenger train miles, 1,332; mixed train miles, 30,318; special train miles, 24; total revenue train mileage, 31,674.

*Freight Traffic Movement in Tons*—Products of Agriculture: Grain, 519; flour, 198; other mill products, 141; hay, 320; tobacco, 8; fruit and vegetables, 231; other products of agriculture, 7; total, 1,424.

Products of Animals: Live stock, 1; dressed meats, 1; other packing house products, 34; poultry, game and fish, 61; wool, 16; hides and leather, 8; other products of animals, 7; total, 91.

Products of Mines: Bituminous coal, 106; stone, sand and other like articles, 334; total, 440.

Products of Forest: Lumber, 1,853; other products of forest, 6,393; total, 8,246.

Manufactures: Petroleum and other oil, 309; sugar, 61; iron and steel rails, 4; other castings and machinery, 169; bar and sheet metal, 4; cement, brick and lime, 1,036; agricultural implements, 13; wagons, carriages, tools, etc., 5; wines, liquors and beers, 46; household goods and furniture, 29; other manufactures, 1,208; total, 2,884.

Merchandise, 315; miscellaneous, 125.

Total tonnage, 13,525.

*Characteristics of Road*—Alignment: Number of curves, 111; aggregate length of curved line, 13.49 miles; length of straight line, 20.87 miles.

Profile: Length of level line, 6.49 miles; ascending grades, 26; sum of ascents, 1,417.3 feet; aggregate length of ascending grades, 19.86 miles; descending grades, 19; sum of descents, 274.8 feet; aggregate length of descending grades, 8.01 miles.

Bridges: Steel, 1; aggregate length, 100 feet; wooden, 1; aggregate length, 140 feet.

Trestles, 14; aggregate length, 3,349 feet.

Overhead highway crossings, 1.

Gauge of track, 4 feet, 8½ inches; 34.36 miles.

Telegraph: Owned and operated by respondent, 34.25 miles of line and wire.

## PACIFIC RAILWAY & NAVIGATION COMPANY.

Organized October 13, 1905, under the laws of Oregon.

*Directors*—D. W. Campbell, Zera Snow, F. L. Burkhalter, all of Portland, Oregon.

*Officers*—President, D. W. Campbell; Vice-President, Zera Snow; Secretary, Ralph E. Moody; Treasurer, C. H. Redington; Auditor, G. M. Hoffer; Chief Engineer, Geo. L. Davis.

This company is controlled by Southern Pacific Company through ownership of capital stock.

*Road Operated*—Owned, main line, single track, Hillsboro, Oregon, to Tillamook, Oregon, 91.16 miles.

Line operated under trackage rights, single track, Hillsboro, Oregon, to Portland, Oregon, 21 miles; total mileage operated single track, 112.16 miles; miles of yard track and sidings owned, 9.97; total mileage operated all tracks, 122.13.

## CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 1,000; total par value authorized outstanding not held by respondent, \$100,000; issued for purchase of property.



**Funded Debt:** First mortgage 5% gold bonds heretofore authorized and issued were cancelled and notes payable issued in lieu thereof in favor of the Southern Pacific Company.

**Expenditures for Road and Equipment**—Expended for new lines and extensions during the year, road, \$628,076.26; equipment, \$8,380.91; general expenditure, \$148,327.99; total, \$784,785.16.

Expenditures for additions and betterments during year, road, \$1,410.12; total expenditures to June 30, 1912, \$5,435,196.62.

**Income Account**—Operating revenues, \$88,293.12; operating expenses, \$104,934.10; net operating deficit, \$16,640.98; taxes accrued, \$9,000; operating loss, \$25,640.98; deductions from gross corporate income, hire of equipment, \$13,325.56; joint facilities, \$1,978.51; interest, \$113,365.11; total deductions, \$128,669.18; net corporate loss, \$154,310.16.

**Profit and Loss**—Debit: Balance from year brought forward from income account, \$154,310.16; balance debit June 30, 1912, \$154,310.16.

**Operating Revenues**—Freight revenue, \$36,316.68; passenger, \$45,758.62; excess baggage, \$480.00; mail, \$1,938.43; express, \$2,285.76; other passenger train revenues, \$54.00; total passenger train revenue, \$50,516.81; total revenue from transportation, \$86,833.49.

Revenue from operation other than from transportation: Station and train privileges, \$959.30; storage, \$25.00; storage, baggage, \$24.15; car service, \$80.00; telephone and telegraph service, \$273.61; rents of building and other property, \$5.00; miscellaneous, \$107.32; total revenue from operations other than from transportation, \$1,459.63.

Total operating revenue, \$88,293.12.

Interstate revenues assigned to State included in above figures are freight revenue, \$2,262.43; passenger revenue, \$56.90; total, \$2,319.33.

**Operating Expenses**—Maintenance of way and structures, \$58,431.37; maintenance of equipment, \$5,160.76; traffic expenses, \$501.92; transportation expenses, \$37,963.19; general expenses, \$2,876.86; total, \$104,934.10.

Ratio of operating expenses to operating revenues, 118.85 per cent.

**General Balance Sheet**—Assets: Road and equipment, \$5,435,196.62; working assets, \$49,915.56; deferred debit items, \$34.37; profit and loss balance, \$154,310.16; grand total, \$5,639,456.71.

Liabilities: Common stock, \$100,000; obligations for advances received for construction equipment and betterments, \$4,880,610.86; working liabilities, \$636,870.01; accrued liabilities not due, \$8,999.26; deferred credit items, \$12,976.58; grand total, \$5,639,456.71.

## EMPLOYEES AND SALARIES.

Class	Number	Total yearly compensation	Average daily compensation
General officers .....	1	\$ 1,500 00	\$ 8 24
Other officers .....	5	4,744 46	5 06
Station agents .....	3	1,672 80	2 02
Other stationmen .....	7	988 15	2 11
Enginemen .....	7	6,704 08	4 13
Firemen .....	7	3,910 67	2 48
Conductors .....	7	4,874 08	3 29
Other trainmen .....	14	6,073 16	2 31
Machinists .....	1	1,001 87	3 68
Carpenters .....	29	9,049 59	2 87
Other shopmen .....	5	2,662 94	2 72
Section foremen .....	17	7,908 47	2 63
Other trackmen .....	223	64,635 25	1 68
Switch tenders, crossing tenders and watchmen .....	3	1,640 80	1 99
Telegraph operators and dispatchers .....		227 09	1 69
All other employees and laborers .....	36	18,700 75	2 46
Total (including general officers) .....	365	\$ 136,384 26	\$ 2 12
Total (excluding general officers) .....	364	134,834 26	2 10

*Traffic and Mileage Statistics*—Passenger Traffic: Number of passengers carried earning revenue, 29,122; number of passengers carried one mile, 1,172,950; number of passengers carried one mile per mile of road, 10,457; average distance carried, 40.28 miles.

Total passenger revenue, \$45,758.62; average amount received from each passenger, \$1.57127; average receipts per passenger per mile, \$0.03901.

Total passenger service train revenue, \$16,516.81; passenger service train revenue per mile of road, \$450.39; passenger service train revenue per train mile, \$1.66788.

Freight Traffic: Number of tons carried of freight earning revenue, 40,359; number of tons carried on intrastate freight earning revenue, 39,536; number of tons carried one mile, 1,384,752; number of tons carried one mile intrastate, 1,345,575; number of tons carried one mile per mile of road, 12,346; number of tons carried one mile (intrastate) per mile of road, 11,996; average distance haul of one ton, 34.31 miles; average distance haul of one ton (intrastate), 34.03.

Total freight revenue, \$36,316.68; total intrastate freight revenue, \$34,054.25; average amount received for each ton of freight, \$0.89984; average amount received for each ton of intrastate freight, \$0.86135; average receipts per ton mile, \$0.02623; average receipts per ton per mile (intrastate), \$0.02531; freight revenue per mile of road, \$323.79; freight revenue per train mile, \$1.62972.

Total Traffic: Operating revenues, \$88,293.12; operating revenues per mile of road, \$787.21; operating revenues per train mile, \$1.67947.

Operating expenses, \$104,934.10; operating expenses per mile of road, \$935.57; operating expenses per train mile, \$1.99601.

Net operating revenue, \$16,640.98; net operating revenue per mile of road, \$148.36.

Average number of passengers per car mile, 17; average number of passengers per train mile, 39; average number of passenger cars per train mile, 3.49.

Average number of tons of freight per loaded car mile, 15.42; average number of tons of freight per train mile, 62.14; average number of freight cars per train mile, 7.28; average number of loaded cars per train mile, 4.03; average number empty cars per train mile, 2.44.

Average mileage operated during year, 112.16.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 24,044; passenger locomotive miles, 30,922; total revenue locomotive mileage, 54,966; nonrevenue service locomotive miles, 36,807.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 89,820; empty, 54,505; caboose, 17,815; total freight car miles, 162,140.

Passenger car miles, passenger, 69,599; sleeping, parlor and observation, 182; other passenger train cars, 35,976; total passenger car miles, 105,757.

Total revenue car mileage, 267,897; nonrevenue service car miles, 209,826.

*Train Mileage*—Revenue Service: Freight train miles, 22,284; passenger train miles, 30,288; total revenue train mileage, 52,572; nonrevenue service train miles, 35,963.

*Freight Traffic Movement in Tons of Entire Line*—Products of Agriculture: Grain, 733; flour, 36; other mill products, 67; hay, 396; fruit and vegetables, 540; total, 1,772.

Products of Animals: Live stock, 134; total, 134.

Products of Mines: Bituminous coal, 31; stone, sand and other like articles, 1,912; other products of mines, 45; total, 1,988.

Products of Forest: Lumber, 29,155; other products of forest, 2,103; total, 31,258.

Manufactures: Petroleum and other oil, 106; iron and steel rails, 15; other castings and machinery, 504; cement, brick and lime, 207; household goods and furniture, 94; other manufactures, 357; total, 1,283.

Merchandise, 3,754; miscellaneous, 170.

Total tonnage, 40,359.

*Intrastate Freight Traffic Movement in Tons*—Products of Agriculture: Grain, 733; flour, 36; other mill products, 51; hay, 363; fruit and vegetables, 381; total, 1,564.

Products of Animals: Live stock, 117; total, 117.

Products of Mines: Stone, sand and other like articles, 1,912; total, 1,912.

Products of Forests: Lumber, 28,981; other products of forests, 2,104; total, 31,085.

Manufactures: Petroleum and other oils, 106; iron and steel rails, 15; other castings and machinery, 431; cement, brick and lime, 207; household goods and furniture, 72; other manufactures, 263; total, 1,094.

Merchandise, 3,604; miscellaneous, 160; total tonnage, State, 39,536.

*Description of Equipment*—Locomotives: Passenger, 2; freight, 7; total in service, 9; less leased, 6; total owned, 3; cars in passenger service, first class, 2; combination, 2; total, 4; cars in freight service, flat, 22; cars in company's service, caboose, 3; other road cars, 14; total, 17.

Total cars in service, 43; less cars leased, 16; total cars owned, 27.

New ties laid during the year, 4,321; 6x8x8, 1,991; 7x8x8, 769; 7x9x8, 7,081; average price at distributing point, 39 cents.

*Characteristics of Road*—Alignment: Number of curves, 314; aggregate length of curved line, 44 miles; length of straight line, 47.16 miles.

Profile: Length of level line, 26.46 miles; ascending grades, 26; sum of ascents, 1,866.28 feet; aggregate length of ascending grades, 27.02 miles; descending grades, 26; sum of descents, 2,021.29 feet; aggregate length of descending grades, 37.68 miles.

Bridges: Combination, 23; aggregate length, 3,302 feet.

Trestles, 71; aggregate length, 48,283 feet.

Tunnels, 13; aggregate length, 5,061 feet.

Overhead highway crossings, 1; overhead railway crossings, 1.

Gauge of track, 4 feet, 8½ inches; 91.16 miles.

Telegraph: 91 miles of line and wire, owned by respondent and operated by Western Union Telegraph Company.

## PORTLAND, EUGENE & EASTERN RAILWAY COMPANY.

### (STEAM LINES)

*Road Operated*—Main Line: Corvallis, Oregon, to Monroe, Oregon, 17.11 miles.

Branches and Spurs: Glen Brook branch, 7.37 miles; Bellefontaine branch, 5.47 miles; total mileage operated, 29.95.

*Road and Equipment*—Expended for new line or extensions during the year, road, \$453,785.79; equipment, \$11,513.61; general expenses, \$183.31; total, \$465,482.71.

Expenditures for additions and betterments during the year, road, \$868.26; equipment, \$2,430.45; general expenditures, \$916.70; total cost to June 30, 1912, \$469,698.12; per mile of line, \$15,682.74.

*Income Account*—Operating revenue, \$18,317.85; operating expenses, \$16,606.25; net operating revenues, \$1,711.60.

*Operating Revenue*—Revenues from transportation: Freight, \$14,388.89; passenger, \$3,770.95; excess baggage, \$3.31; total passenger service train revenue, \$3,774.36; switching revenue, \$113.00; total revenue from transportation, \$18,276.15; revenue from operations other than transportation, \$41.70; total operating revenues, \$18,317.85.

All revenues assigned intrastate.

*Operating Expenses*—Maintenance of way and structures, \$976.83; maintenance of equipment, \$1,350.85; traffic expenses, \$233.40; transportation expenses, \$13,156.75; general expenses, \$888.42; total operating expenses, \$16,606.25.

Ratio of operating expenses to operating revenues, 90.66 per cent.

*Traffic and Mileage Statistics*—Total passenger service train revenue, \$3,774.26; per mile of road, \$126.02; per train mile, \$6.21969.

Total freight revenue, \$14,388.89; per mile of road, \$480.43; per train mile, \$0.083833.

Operating revenues, \$18,317.75; per mile of road, \$611.62; per train mile, \$1.06728.

Operating expenses, \$16,606.25; per mile of road, \$554.47; per train mile, \$0.94656.

Net operating revenue, \$1,711.60; per mile of road, \$57.15.

Average mileage operated during the year, 29.95.

*Train Mileage*—Revenue Service: Mixed train miles, 17,163; non-revenue service, train miles, 3,744.

*Description of Equipment*—Locomotives in service, passenger, 1; freight, 1; total, 2; cars in passenger service, first class, 1; in freight service, box, 2; flat, 38; total, 40; in company's service, caboose, 1; total cars in service and owned, 42.

**NOTE.**—Financial statements and all statistics for electric lines owned by this company will be found in its report for electric roads.

## ROGUE RIVER VALLEY RAILWAY COMPANY.

Organized February 7, 1891, under the laws of Oregon.

*Directors*—W. S. Barnum, W. H. Barnum, J. C. Barnum, Jacksonville, Oregon.

*Officers*—Chairman of the Board and President, W. S. Barnum; Vice-President and Treasurer, W. H. Barnum; Secretary and Auditor, J. C. Barnum.

*Road Owned and Operated*—From Medford, Oregon, to Jacksonville, Oregon, 5.5 miles.

Capital stock par value authorized outstanding, \$25,000.

Cost of road and equipment to June 30, 1912, \$32,566; reserve for accrued depreciation, credit, \$2,556.50; net total, \$30,009.50; cost per mile of line, \$5,456.27.

*Income Account*—Operating revenues, \$15,968.30; operating expenses, \$14,825.05; net operating revenue, \$1,143.25; taxes accrued, \$663.17; operating income, \$480.08.

*Profit and Loss*—Credit: Balance June 30, 1911, \$6,403.93; balance for the year brought forward from income account, \$480.08; total balance credit June 30, 1912, \$6,884.01.

*Operating Revenues*—Freight, \$7,526.47; passenger, \$7,834.52; mail, \$278.31; express, \$240.00; total passenger service train revenue, \$8,352.83; revenues from operations other than transportation, rents of building and other property, \$89.00; total operating revenues, \$15,968.30.

*Operating Expenses*—Maintenance of way and structures, \$2,369.23; maintenance of equipment, \$1,967.31; traffic expenses, \$400.28; transportation expenses, \$10,068.23; general expenses, \$20.00; total, \$14,825.05.

Ratio of operating expenses to operating revenues, 95.61 per cent.

*General Balance Sheet*—Assets: Road and equipment, \$32,566, less reserve for accrued depreciation, \$2,556.50; total, \$30,009.50; working assets, \$2,007.11; grand total, \$32,016.61.

Liabilities: Capital stock, \$25,000; working liabilities, \$132.60.

Profit and Loss: Balance, \$6,884.01; grand total, \$32,016.61.

*Employees and Salaries*—Total including general officers, 7; total yearly compensation, \$5,777.25; average daily compensation, \$3.05.

*Description of Equipment*—Locomotives in passenger service, 3; total owned, 3; cars in passenger service, combination, 2; gasoline motors, 2; total, 4; cars in freight service, box, 2; flat, 10; other cars, 4; total, 16; total cars in service and owned, 20.

*Characteristics of Road*—Miles, 5.5; alignment, number of curves, 10; aggregate length of curved line, .5 mile; length of straight line, 5 miles.

Profile: Length of level line, 3 miles; ascending grades, 2; sum of ascents, 267 feet; aggregate length of ascending grades, 3 miles.

Bridges: Wooden, 3; aggregate length, 60 feet.

Gauge of track, 4 feet, 8½ inches; 5.5 miles.

## SALEM, FALLS CITY & WESTERN RAILWAY COMPANY.

Organized October 24, 1901, under the laws of Oregon.

*Directors*—D. W. Campbell, T. W. Younger, A. E. Hutchinson, F. L. Burckhalter, H. A. Hinshaw, all of Portland, Oregon.

*Officers*—President, D. W. Campbell; Vice-President, H. A. Hinshaw; Secretary and Attorney, Ralph E. Moody; Treasurer, H. A. Jones; Auditor, W. M. Nelson; General Superintendent, L. R. Fields; General Freight Agent, H. A. Hinshaw; General Passenger Agent, J. M. Scott.

This company is controlled by Southern Pacific Company through ownership of stock.

*Road Operated*—Owned: West Salem, Oregon, to Black Rock, Oregon, 27 miles.

Operated under trackage rights, Southern Pacific Company: Southern Pacific Crossing to Newberg, Oregon, 37 miles.

Total mileage operated, 54 miles.

In addition to above, company owns and operates 5.90 miles of yard track and sidings.

### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 1,000; par value authorized not held by respondent, \$100,000; issued for construction of new properties, \$90,000; issued for purchase of railway or other property, \$10,000.

*Funded Debt*: First mortgage 5% bonds maturing January 1, 1934; par value authorized, \$1,800,000; par value outstanding not held by respondent, \$540,000; interest accrued and paid during the year, \$27,000.

*Purpose of Issue*: Issued for cash par value, \$130,000; cash realized, \$105,250; for construction of new properties, \$410,000; par value cash realized, \$336,174.

*Total Capitalization*: Par value outstanding, \$640,000; amount per mile of line (27 miles), \$23,703; discount on securities, \$98,575.34.

*Expenditures for Road and Equipment*—Additions and betterments during the year, \$6,376.79; cost of road to June 30, 1912, \$628,804.73; less reserve for accrued depreciation, \$33,622.72; net total, \$595,182.01; per mile of line, \$22,043.78.

*Income Account*—Operating revenues, \$132,006.24; operating expenses, \$80,535.28; net operating revenue, \$51,470.96; taxes accrued, \$5,467.83; operating income, \$46,003.13; deductions from income, hire of equipment, \$965.12; other interests, \$27,000; extinguishment of discount on securities, \$4,068.45; total deductions, \$32,033.57; net corporate income, \$13,969.56.

*Profit and Loss*—Credit: Balance June 30, 1911, \$59,648.16; balance for year from income account, \$13,969.56; total, \$73,617.72.

Debit: Adjustment of taxes accrued previous year, \$2,700.00; balance credit June 30, 1912, \$70,917.72.

*Operating Revenues*—Revenue from transportation, freight, \$87,966.10; passenger, \$34,185.65; mail, \$1,251.33; express, \$1,351.35; total, passenger service train revenue, \$36,788.33.

Total revenue from transportation, \$124,754.43; revenues from operations other than transportation, \$7,251.81; total operating revenue, \$132,006.24.

*Operating Expenses*—Maintenance of way and structures, \$18,109.96; maintenance of equipment, \$18,836.57; traffic expenses, \$636.47; transportation expenses, \$35,378.16; general expenses, \$7,574.12; total operating expenses, \$80,535.28.

Ratio of operating expenses to operating revenue, 61 per cent.

*General Balance Sheet*—Assets: Road and equipment, \$628,804.73, less reserve for accrued depreciation, \$33,622.72; total, \$595,182.01; working assets, \$45,883.24; deferred debit items, \$97,678.75; grand total, \$738,744.

Liabilities: Capital stock, common, \$100,000; funded debt, \$540,000; working liabilities, \$25,126.28; accrued liabilities not due, \$2,700; profit and loss, \$70,917.72; grand total, \$738,744.00.

### EMPLOYEES AND SALARIES.

Class	Num- ber	Total yearly compensation	Average daily com- pensation
General officers .....	5	\$ 2,950 00	\$ 4 38
Other officers .....	1	1,800 00	4 98
General office clerks .....	2	1,778 00	2 84
Station agents .....	4	2,010 00	1 44
Enginemen .....	5	4,848 80	4 00
Firemen .....	7	2,074 04	2 75
Conductors .....	5	3,685 85	3 50
Other trainmen .....	7	4,846 81	2 75
Machinists .....	9	7,159 54	3 68
Carpenters .....	5	3,896 54	2 68
Other shopmen .....	23	6,979 98	2 58
Section foremen .....	4	4,020 00	2 75
Other trackmen .....	29	5,975 05	1 99
Switch tenders, crossing tenders and watchmen .....	2	971 67	2 25
Telegraph operators and dispatchers .....	1	713 25	3 31
All other employees and laborers .....	10	1,753 08	3 52
Total (including general officers) .....	119	\$ 54,462 06	\$ 2 83
Total (excluding general officers) .....	114	51,512 06	2 77

*Traffic and Mileage Statistics*—Passenger Traffic: Number of passengers carried earning revenue, 85,373; number of passengers carried one mile, 858,457; number of passengers carried one mile per mile of road, 15,679; average distance carried, 10.05 miles.

Total passenger revenue, \$34,185.65; average amount received from each passenger, \$0.40040; average receipt per passenger per mile, \$0.03982.

Total passenger service train revenue, \$36,788.33; passenger service train revenue per mile of road, \$671.96; passenger service train revenue per train mile, \$0.66886.

Freight Traffic: Number of tons carried of freight earning revenue, 102,014; number of tons carried one mile, 3,686,913; number of tons carried one mile per mile of road, 67,340; average distance haul of one ton, 36.14 miles.

Total freight revenue, \$124,754.43; average amount received for each ton of freight, \$1.22291; average receipts per ton per mile, \$0.03383; freight revenue per mile of road, \$2,278.61; freight revenue per train mile, \$3.35659.

Total Traffic: Operating revenues, \$132,006.24; operating revenues per mile of road, \$2,411.07; operating revenue per train mile, \$1.43223.

Operating expenses, \$80,535.28; operating expenses per mile of road, \$1,470.96; operating expenses per train mile, \$0.87378.

Net operating revenue, \$51,470.96; net operating revenue per mile of road, \$940.11.

Average number of passengers per car mile, 12; average number of passengers per train mile, 15; average number of passenger cars per train mile, 1.26.

Average number of tons of freight per loaded car mile, 18.90; average number of tons of freight per train mile, 99.20; average number of freight cars per train mile, 10.87; average number of loaded cars per train mile, 5.24; average number of empty cars per train mile, 5.63.

Average mileage operated during year, 54.75.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 37,167; passenger locomotive miles, 55,001; total revenue locomotive mileage, 92,168.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 195,027; empty, 209,310; total freight car miles, 404,337.

Passenger car miles, passenger, 69,818; total passenger car miles, 69,818.

Total revenue car mileage, 474,155.

*Train Mileage*—Revenue Service: Freight train miles, 37,167; passenger train miles, 55,001; total revenue train mileage, 92,168.

*Freight Traffic Movement in Tons*—*State of Oregon*—Products of Agriculture: Grain, 62; flour, 20; other mill products, 97; hay, 175; fruit and vegetables, 17; other products of agriculture, 18; total, 384.

Products of Mines: Bituminous coal, 30; stone, sand and other like articles, 7,656; total, 7686.

Products of Forest: 17,178; other products of forest, 73,837; total, 91,048.

Manufactures: Petroleum and other oils, 28; iron and steel rails, 269; other castings and machinery, 280; cement, brick and lime, 321; household goods and furniture, 130; total, 1,028.

Merchandise, 1,868.

Total tonnage, 102,014.

*Description of Equipment*—Locomotives owned and in service, 4; cars owned and in service, passenger, first class, 1; motor, 1; total, 2; in freight service, box, 4; flat, 97; total, 101; in company's service, caboose, 3; total cars in service, 106.

New ties laid during the year, fir, 3,876; average price at distributing point, \$0.38897.

*Characteristics of Road*—Alignment: Number of curves, 92; aggregate length of curved line, 8.31 miles; length of straight line, 18.69 miles.

Profile: Length of level line, 6.46 miles; ascending grades, 57; sum of ascents, 598.82 feet; aggregate length of descending grades, 8.29 miles; descending grades, 33; sum of descents, 364.8 feet; aggregate length of descending grades, 12.25 miles.

Bridges: Wooden, 7; aggregate length, 442 feet.

Trestles, 24; aggregate length, 4,496 feet.

Telephone: 27 miles of line, 54 miles of wire, owned and operated by this company; 10 miles of line, 20 miles of wire, located on this company's property owned and operated by Pacific Telephone and Telegraph Company.



## SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY.

Organized August 22, 1905, under the general laws of the State of Washington.

*Directors*—J. H. Young, Portland, Oregon; C. R. Gray, Howard Elliott, St. Paul, Minn.; Geo. T. Reid, Tacoma, Wash.; T. V. Brown, Seattle, Wash.

*Officers*—President, J. H. Young; Vice-President, Geo. T. Reid; Secretary and Comptroller, W. F. Turner; Treasurer, T. N. Dunbar; General Counsel, Carey & Kerr; Chief Engineer, R. Budd; General Superintendent, J. Russell; General Passenger and Freight Agent, W. E. Coman.

This company is controlled by Great Northern and Northern Pacific Railway Company through ownership of capital stock.

*Transportation Corporations Controlled*—Oregon Electric Ry. Company, United Railways Company, Pacific & Eastern Railway, Oregon Trunk Railway; Dalles, Portland & Astoria Navigation Co. Control established through ownership of majority of the capital stock.

*Road Operated*—Line Owned—Main Line: From Hoyt Street, Portland, Oregon, to 21st Street, Portland, Oregon, 1.24 miles; Willbridge, Oregon, to Oregon-Washington State line, 3.55 miles; Oregon-Washington State line to north end Columbia River Bridge, .06 mile; north end Columbia River Bridge to Northern Pacific Ry. Company's Junction, Kennewick, Washington, 219.81 miles; Northern Pacific Junction west of Pasco, Washington, to Fort Wright, Washington, 146.54 miles; Goble, Oregon, to Holliday, Oregon, 79.41 miles; total main line owned, 450.91 miles.

Branches and spurs: Lyle, Washington, to Goldendale, Washington, 42.25 miles; Marshall, Washington, to Northern Pacific connection, .32 mile; Warrenton, Oregon, to Fort Stevens, Oregon, 3.53 miles; total branches and spurs owned, 46.60 miles.

Line operated under lease for certified sum: From Astoria Division connection at Willbridge, Oregon, to Goble, Oregon, 35.29 miles.

Line operated under trackage rights: 21st Street, Portland, Oregon, to Willbridge, Oregon, 3.22 miles; Willbridge, Oregon, to Astoria Division headblock, .10 mile; Willbridge, Oregon, to Oregon-Washington State line, 1.78 miles; Oregon-Washington State line to north end of Columbia River Bridge, .03 mile; Northern Pacific Junction, Kennewick, Washington, to Northern Pacific Junction west to Pasco, .65 mile; Northern Pacific Junction east of Pasco, Washington, 1.74 miles; Northern Junction, Marshall, Washington, to Division Street, Spokane, Washington, 8.95 miles; Great Northern Railway, Fort Wright Junction, Washington, to Hillyard, Washington, 7.10 miles; total, 23.57 miles.

Total mileage operated, 556.07.

The Spokane, Portland & Seattle Railway Company from Willbridge, Oregon, to Vancouver, Washington, 5.42 miles, is jointly owned by the Spokane, Portland & Seattle Railway Company and Northern Pacific Railroad Company, the later company owning one-third interest equivalent to 1.81 miles. This company also operates and owns sleeping car, dining car, parlor and chair car service in the states traversed by its line.

### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 625,000; par value authorized, \$62,500,000; par value outstanding not held by respond-

ent, \$40,000,000; no dividends declared during the year, all shares outstanding issued for cash and par value realized thereon.

Funded Debt: Mortgage 4% bonds maturing March 1, 1961; total par value authorized, \$125,000,000; par value outstanding, \$80,000,000; in treasury, \$19,000,000; not held by respondent, \$61,000,000; interest accrued and paid during the year, \$2,440,000.

Funded debt issued for cash, total cash realized, \$42,700,000; discount on mortgage bonds, \$18,300,000.

Total capitalization, outstanding, \$120,000,000; assigned to railways, \$101,000,000; amount per mile of line, 497.21 miles, \$203,134.

*Expenditures for Additions and Betterments during the year—*Entire Line: Road, \$580,263.24; equipment, \$146,551.93; total, \$726,815.17; State of Oregon, \$98,618.33; expenditures for new line or extensions during the year, adjustments, road, credit, \$124,520.69; general expenditures, credit, \$22,122.68; equipment, debit, \$8,277.99; total entire line, credit, \$131,965.38; total State of Oregon, debit, \$2,980.79; total expenditures, road and equipment to June 30, 1912, entire line, \$51,915,388.73; equipment, \$2,310,030.44; general expenditures, \$3,946,946.55; total, \$58,172,365.72; less reserve for accrued depreciation, \$220,399.41; net total entire line, \$57,951,966.31; per mile of line, \$116,554.30.

Total cost of road in Oregon, \$12,646,232.42; less reserve for accrued depreciation, \$41,696.14; net total, \$12,604,536.28; per mile of line, \$143,674.10.

## INCOME ACCOUNT.

<b>OPERATING INCOME:</b>		
Operating revenues		\$ 4,887,140 86
Operating expenses		2,476,258 28
Net operating revenue		\$ 2,380,882 68
<b>OUTSIDE OPERATIONS:</b>		
Revenues	\$ 91,525 98	
Expenses	78,481 56	
Net revenue from outside operations		13,044 42
Total net revenue		\$ 2,278,977 06
Taxes accrued		527,404 78
Operating income		\$ 1,846,572 27
<b>OTHER INCOME:</b>		
Joint facilities	\$ 374,016 10	
Miscellaneous rent	15,378 94	
Interest on funded debt owned or controlled	11,142 00	
Interest on other securities, loans and accounts	671,291 01	
Dividends declared on stocks owned or controlled	5,676 00	
Miscellaneous income	4,372 91	
Total other income		1,081,871 96
Gross corporate income		\$ 2,928,444 23
<b>DEDUCTIONS:</b>		
Rents accrued for lease of other roads	\$ 34,088 35	
Hire of equipment—balance	10,096 45	
Joint facilities	280,232 46	
Miscellaneous rents	14 80	
Interest accrued on funded debt	2,440,000 00	
Other interest	172,809 31	
Extinguishment of discount on security	366,000 00	
Other deductions	90 00	
Total		\$ 3,258,331 37
Net corporate loss for the year carried to debit of profit and loss		\$ 324,887 14

*Profit and Loss Account*—Debit: Balance June 30, 1911, \$3,003.135.21; balance for year from income account, \$324,887.14; deductions for year, property abandoned, \$3,976.80; inventory adjustment, \$0.22; total, \$3,331,999.37.

Credit: Additions for the year, interest on Pacific & Eastern Ry. bond, \$5,571; material and supplies, inventory adjustment, \$23,155.73; adjustment of gravel pit account, \$3,843.20; sale of property, \$3,000; adjustments of charges account condemnation suit, \$12,160.60; balance debit June 30, 1912, \$3,279,268.76; total, \$3,331,999.37.

### OPERATING REVENUES—ENTIRE LINE AND STATE OF OREGON.

Account	Entire line total revenue	State of Oregon		
		Intrastate revenue	Interstate revenue assigned to State	Total revenue
<b>REVENUE FROM TRANSPORTATION:</b>				
Freight .....	\$ 2,812,604 23	\$ 159,086 58	\$ 155,911 74	\$ 314,998 32
Passenger .....	\$ 1,697,075 62	\$ 521,352 97	\$ 66,494 71	\$ 587,787 68
Excess baggage .....	11,116 33	3,781 43	3,781 43	3,781 43
Mail .....	87,214 23	16,845 60	16,845 60	16,845 60
Express .....	119,523 91	29,643 17	29,643 17	29,643 17
Other passenger train revenue .....	438 12		173 40	173 40
Total passenger service train revenue .....	\$ 1,915,373 91	\$ 521,852 97	\$ 116,878 31	\$ 638,231 28
Switching revenue .....	16,367 16	11,653 98		11,653 98
Miscellaneous transportation revenue .....	5,373 31	13 50		13 50
Special service train revenue .....	500 00		409 75	409 75
Total revenue from transportation .....	\$ 4,750,218 61	\$ 692,106 98	\$ 273,199 80	\$ 965,306 78
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>				
Station and train privileges .....	\$ 4,789 73	\$ 2,855 51		\$ 2,855 51
Parcel room receipts .....	2,769 60	2,769 60		2,769 60
Storage, freight .....	301 60	188 82		188 82
Storage, baggage .....	3,976 95	3,204 55		3,204 55
Car service .....	6,128 00	5,781 00		5,781 00
Telegraph and telephone service .....	1,282 98	*45 19		*45 19
Rents of buildings and other property .....	17,260 06	13,892 03		13,892 03
Miscellaneous .....	50,413 38	30,676 69		30,676 69
Total revenue from operations other than transportation .....	\$ 86,922 25	\$ 59,323 01		\$ 59,323 01
Total operating revenue .....	\$ 4,837,140 86	\$ 751,429 99	\$ 273,199 80	\$ 1,024,629 79

\* Debit.

*Operating Expenses*—State of Oregon: Maintenance of way and structures, \$142,246.09; maintenance of equipment, \$109,674.95; traffic expenses, \$25,320.03; transportation expenses, \$396,265.95; general expenses, \$41,255.42; total, \$714,762.44.

Ratio of operating expenses to operating revenues, 69.76 per cent.

*Operating Expenses*—Entire Line: Maintenance of way and structures, \$514,044.23; maintenance of equipment, \$514,765.77; traffic expenses, \$87,324.34; transportation expenses, \$1,219,303.41; general expenses, \$140,820.48; total operating expenses, \$2,476,258.23.

Ratio of operating expenses to operating revenue, 51.19 per cent.

Taxes and assessments: Washington, \$337,692.71; Oregon, \$179,497.22; United States Government internal revenue, \$10,214.85; total, \$527,404.78.

## GENERAL BALANCE SHEET.

ASSETS		
Property investment, road and equipment .....		\$ 58,172,365 72
Less reserve for accrued depreciation .....		220,899 41
Total .....		\$ 57,951,966 31
Securities of proprietary, affiliated and controlled companies pledged and unpledged .....		13,598,898 76
Other investments .....		15,718,060 97
Working assets .....		20,574,135 41
Accrued income not due .....		153 08
Deferred debit items .....		17,885,842 94
Profit and loss balance .....		3,279,268 76
Grand total .....		\$ 129,008,326 28
(Deferred debit items include unextinguished discount on funded debt, \$17,118,773 72)		
LIABILITIES		
Capital stock, common, not held by company .....		\$ 40,000,000 00
Funded debt, held by company .....	\$ 19,000,000 00	
Not held by company .....	61,000,000 00	
Working liabilities .....		80,000,000 00
Accrued liabilities not due .....		7,921,751 94
Deferred credit items .....		472,843 86
Grand total .....		\$ 129,008,326 28

## EMPLOYEES AND SALARIES—STATE OF OREGON.

Class	Number	Total yearly compensation	Average daily compensation
General officers .....	11	\$ 68,500 08	\$ 18 48
Other officers .....	5	12,025 00	7 72
General office clerks .....	161	185,262 15	2 70
Station agents .....	16	14,375 13	2 51
Other stationmen .....	146	106,488 10	2 45
Enginemen .....	21	80,194 21	4 50
Firemen .....	21	18,303 98	2 88
Conductors .....	10	16,167 69	5 02
Other trainmen .....	40	48,471 04	3 20
Machinists .....	4	4,870 58	4 42
Carpenters .....	21	24,721 72	2 86
Other shopmen .....	83	57,079 83	2 21
Section foremen .....	25	18,921 50	2 36
Other trackmen .....	147	68,771 86	1 64
Switch tenders, crossing tenders and watchmen .....	7	4,682 99	1 73
Telegraph operators and dispatchers .....	16	17,327 55	2 71
All other employees and laborers .....	110	88,336 89	2 68
Total (including general officers) .....	834	\$ 729,450 10	\$ 2 78
Total (excluding general officers) .....	823	660,950 02	1 84
Entire line total (including general officers) .....	2,203	1,806,115 81	2 59
Total (excluding general officers) .....	2,191	1,737,615 73	2 51

## TRAFFIC AND MILEAGE STATISTICS—STATE OF OREGON.

*Passenger Traffic*—Number of passengers carried earning revenue, 610,796; number of passengers carried one mile, 24,300,834; number of passengers carried one mile per mile of road, 189,672; average distance carried, 39.79 miles.

Total passenger revenue, \$587,787.68; average amount received from each passenger, \$0.96233; average receipts per passenger per mile, \$0.02419.

Total passenger service train revenue, \$638,231.28; passenger service train revenue per mile of road, \$4,981.51; passenger service train revenue per train mile, \$1,806.39.

*Freight Traffic*: Number of tons carried of freight earning revenue, 728,491; number of tons carried of intrastate freight earning revenue, 144,180; number of tons carried one mile, 16,517,304; number of tons carried one mile intrastate 5,182,400; number of tons carried one mile per mile of road, \$128,921; number of tons carried one mile (intrastate) per mile of road, 40,450; average distance haul of one ton, 22.67 miles. average distance haul of one ton (intrastate), 35.94 miles.

Total freight revenue, \$314,998.32; total intrastate freight revenue, \$159,086.58; average amount received for each ton of freight, \$0.43240; average amount received for each ton of intrastate freight, \$1.10339; average receipts per ton per mile, \$0.01907; average receipts per ton per mile (intrastate) \$0.03070; freight revenue per mile of road, \$2,458.62; freight revenue per train mile, \$3,291.52.

Total Traffic: Operating revenues, \$1,024,024.79; operating revenues per mile of road, \$7,997.42; operating revenues per train mile, \$2,331.80. Operating expenses, \$714,762.44; operating expenses per mile of road, \$5,578.85; operating expenses per train mile, \$1,626.62.

Net operating revenue (or deficit) \$309,867.35; net operating revenue per mile of road, \$2,418.57.

Average number of passengers per car mile, 21; average number of passengers per train mile, 69; average number of passenger cars per train mile, 4.30.

Average number of tons of freight per loaded car mile, 15.79; average number of tons of freight per train mile, 1.7259; average number of freight cars per train mile, 15.89; average number of loaded cars per train mile, 10.92; average number of empty cars per train mile, 4.16.

Average mileage operated during year, 128.12.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 87,628; passenger locomotive miles, 347,808; mixed locomotive miles, 9,843; special locomotive miles, 250; switching locomotive miles, 131,085; total revenue locomotive mileage, 576,614; nonrevenue service locomotive miles, 27,229.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 1,045,482; empty, 398,446; caboose, 76,464; total freight car miles, 1,520,392.

Passenger car miles, passenger, 862,807; sleeping, parlor and observation, 277,377; other passenger train cars, 379,460; total passenger car miles, 1,519,644.

Special car miles, passenger, 2,354; total special car miles, 2,354.

Total revenue car mileage, 3,042,390; nonrevenue service car miles, 745,440.

*Train Mileage*—Revenue Service: Freight train miles, 85,857; passenger train miles, 343,475; mixed train miles, 9,843; special train miles, 240; total revenue train mileage, 439,415; nonrevenue service train miles, 25,353.

## TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE

*Passenger Traffic*—Number of passengers carried earning revenue, 1,019,684; number of passengers carried one mile, 73,665,543; number of passengers carried one mile per mile of road, 132,475; average distance carried, 72.24 miles.

Total passenger revenue, \$1,697,075.62; average amount received from each passenger, \$1.66432; average receipt per passenger per mile, \$0.02304.

Total passenger service train revenue, \$1,915,373.91; passenger service train revenue per mile of road, \$3,444.48; passenger service train revenue per train mile, \$1.79754.

*Freight Traffic*—Number of tons carried of freight earning revenue, 1,047,753; number of tons carried one mile, 257,974,094; number of tons carried one mile per mile of road, 463,924; average distance haul of one ton, 246.22 miles.

Total freight revenue, \$2,812,604.23; average amount received for each ton of freight, \$2.68442; average receipts per ton per mile, \$0.01090; freight revenue per mile of road, \$5,058.00; freight revenue per train mile, \$6.43673.

*Total Traffic*—Operating revenues, \$4,837,140.86; operating revenues per mile of road, \$8,698.80; operating revenue per train mile, \$3.25263.

Operating expenses, \$2,476,258.23; operating expenses per mile of road, \$4,453.14; operating expenses per train mile, \$1.66511.

Net operating revenue, \$2,360,882.63; net operating revenue per mile of road, \$4,245.66.

Average number of passengers per car mile, 16; average number of passengers per train mile, 69; average number of passenger cars per train mile, 6.34.

Average number of tons of freight per loaded car mile, 19.84; average number of tons of freight per train mile, 590.38; average number of freight cars per train mile, 36.02; average number of loaded cars per train mile, 29.76; average number of empty cars per train mile, 5.29.

Average mileage operated during year, 556.07.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 430,647; passenger locomotive miles, 1,068,955; mixed locomotive miles, 16,395; special locomotive miles, 1,160; switching locomotive miles, 213,160; total revenue locomotive mileage, 1,730,317; nonrevenue service locomotive miles, 107,715.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 13,005,594; empty, 2,310,713; caboose, 421,330; total freight service, 15,737,637.

Passenger car miles, passenger, 2,352,122; sleeping, parlor and observation, 2,380,938; other passenger train cars, 2,020,718; total passenger car miles, 6,753,778.

Special car miles, passenger, 1,450; sleeping, parlor and observation, 7,182; other passenger train cars, 2,954; total special car miles, 11,586; total revenue car mileage, 22,503,001; nonrevenue service car miles, 2,548,045.

*Train Mileage*—Revenue Service: Freight train miles, 420,567; passenger train miles, 1,049,159; mixed train miles, 16,395; special train miles, 1,026; total revenue train mileage, 1,487,147; nonrevenue service train miles, 104,869.

*Freight Traffic Movement in Tons—Entire Line*—Products of Agriculture: Grain, 178,983; flour, 19,349; other mill products, 13,348; hay, 9,714; tobacco, 137; cotton, 41; fruit and vegetables, 14,987; other products of agriculture, 10,094; total, 246,653.

Products of Animals: Live stock, 14,648; dressed meats, 1,761; other packing house products, 4,429; poultry, game and fish, 16,747; wool, 1,035; hides and leather, 4,568; other products of animals, 2,783; total, 45,971.

Products of Mines: Anthracite coal, 706; bituminous coal, 31,624; coke, 352; stone, sand and other like articles, 34,071; other products of mines, 3,766; total, 70,519.

Products of Forests: Lumber, 302,510; other products of forests, 36,976.

Manufactures: Petroleum and other oils, 32,002; sugar, 4,458; naval stores, 185; iron, pig and bloom, 3,174; iron and steel rails, 17,620; other castings and machinery, 35,404; bar and sheet metal, 20,813; cement, brick and lime, 29,656; agricultural implements, 3,061; wagons, carriages, tools, etc., 3,880; wines, liquors and beers, 5,300; household goods and furniture, 10,133; other manufactures, 62,351; total, 228,937.

Merchandise, 89,127; miscellaneous, 27,060; total tonnage, 1,047,753.

*Intrastate Freight Traffic Movement in Tons—State of Oregon—*Products of Agriculture: Grain, 313; flour, 59; other mill products, 1,470; hay, 1,636; fruit and vegetables, 517; other products of agriculture, 163; total, 4,158.

Products of Animals: Livestock, 2,604; dressed meats, 400; other packing house products, 406; poultry, game and fish, 559; hides and leather, 11; other products of animals, 824; total, 4,804.

Products of Mines: Bituminous coal, 1,444; coke, 57; stone, sand and other like articles, 29,818; other products of mines, 116; total, 31,435.

Products of Forests: Lumber, 43,846; other products of forests, 21,306; total, 65,152.

Manufactures: Petroleum and other oil, 7,483; naval stores, 33; iron, pig and bloom, 548; iron and steel rails, 161; other castings and machinery, 1,147; bar and sheet metal, 106; cement, brick and lime, 1,958; wagons, carriages, tools, etc., 13; wines, liquors and beers, 2,252; household goods and furniture, 174; other manufactures, 2,155; total, 16,030.

Merchandise, 19,839; miscellaneous, 2,762; total tonnage, State, 144,180.

*Description of Equipment—Entire Line:* Locomotives, passenger, 31; freight, 31; switching, 6; total locomotives in service and owned, 68; cars in passenger service, first class, 22; second class, 18; dining, 3; parlor, 5; sleeping, 3; baggage, express and postal, 26; total, 77; cars in freight service, box, 346; flat, 136; tank, 20; total, 502; cars in company's service, officers and pay, 2; gravel, 146; derrick, 2; caboose, 30; other road cars, 57; total, 237; total cars in service owned, 816.

## MILEAGE OPERATED (All Tracks)

	In Oregon	In Washington	Entire line
<b>LINES OWNED, MAIN LINE:</b>			
Mileage of single track.....	84.20	366.41	450.61
Miles of second track.....	3.49	.39	3.87
Miles of yard track and sidings.....	30.09	98.25	128.34
Total.....	117.78	465.04	577.82
<b>BRANCHES AND SPURS:</b>			
Miles of single track.....	3.58	48.07	51.65
Miles of yard track and sidings.....	1.08	4.01	5.09
Total.....	4.66	52.08	56.74
<b>LINES OPERATED UNDER TRACKAGE RIGHTS AND LEASE:</b>			
Miles of single track.....	40.39	18.47	58.86
Miles of yard track and sidings.....	9.68	9.09	18.77
Miles of second track.....	4.44	18.69	23.13
Total.....	54.51	36.25	90.76
<b>NEW LINES CONSTRUCTED DURING YEAR:</b>			
Miles of single track.....			
Miles of second track.....			
Miles of yard track and sidings.....		4.04	4.04
Total.....		4.04	4.04

New rails laid during the year, 130.04 tons; average price at distributing point, \$37.18.

New ties laid during the year, mountain fir, 113,769; average price at distributing point, \$0.37552.

Renewals of rails and ties, State of Oregon, rails, 46.42 tons; average price at distributing point, \$32.23; new ties laid during the year, mountain fir, 22,840; average price at distributing point, \$0.39638.

*Characteristics of Road—State of Oregon—Alignment:* Number of curves, 202; aggregate length of curved line, 39.99 miles; length of straight line, 84.81 miles.

*Profile:* Length of level line, 83.80 miles; ascending grades, 67; sum of ascents, 301 feet; aggregate length of ascending grades, 17.80 miles; descending grades, 63; sum of descents, 331.15 feet; aggregate length of descending grades, 23.20 miles.

Bridges, steel, 17; aggregate length, 9,493 feet; combination, 3; aggregate length, 199 feet; total, 20; aggregate length, 9,692 feet.

Trestles, 97; aggregate length, 48,826 feet.

Tunnels, 4; aggregate length, 789 feet.

Overhead crossings, 8; overhead railway crossings, 3.

Gauge of track, 4 feet, 8½ inches; 123.02 miles.

In addition to the bridges listed above the following trestles are on side tracks and spurs—27 trestles owned and operated, aggregate length, 18,816 feet; operated, but not owned, 6; aggregate length, 6,567 feet; trestles owned jointly by O.-W. R. & N. Company, 2,077 feet.

*Telegraph:* Owned by respondent miles of line, 122.10; miles of wire, 716.60; all operated by this company; wire owned by other companies located on property of road making this report, 699.3 miles, all of which is operated by other companies.



## SOUTHERN PACIFIC COMPANY.

Organized March 17, 1884, under the laws of Kentucky.

*Directors*—Henry W. DeForest, New York City; Robert Goelet, Newport, R. I.; Robt. W. Goelet, Newport, R. I.; Marvin Hewitt, Chicago, Ill.; H. E. Huntington, New York City; Otto H. Kahn, Morristown, N. J.; J. Kruttschnitt, New York City; Robt. S. Lovett, New York City; Ogden Mills, Staatsburg, New York; Chas. A. Peabody, New York City; Wm. Rockefeller, New York City; Mortimer L. Schiff, Oyster Bay, N. Y.; L. J. Spence, New York City; Wm. Sproule, San Francisco; Frank A. Vanderlip, New York City.

*Officers*—Chairman of the Board, Robt. S. Lovett; President, Wm. Sproule; Vice Presidents, Wm. F. Herrin, Wm. Mahl, E. E. Calvin, E. E. McCormick; Secretary, Alexander Millar; Treasurer, A. K. Van Deventer; Chief Counsel, Wm. F. Herrin; General Counsel, Maxwell C. Evarts; Comptroller, Wm. Mahl; Deputy Comptroller, C. B. Seger; Assistant Comptroller, H. B. Johnson; Auditor, A. D. McDonald; Director of Maintenance and Operation, J. Kruttschnitt; Assistant Director of Maintenance and Operation, W. A. Worthington; Chief Engineer, Wm. Hood; General Manager, W. R. Scott; Freight Traffic Manager, D. W. Luce; Director of Traffic, L. J. Spence; General Freight Agent, A. H. Rising; General Passenger Agent, James Horsburgh, Jr.; Land Commissioner, B. A. McAllister.

## ROAD OPERATED—ENTIRE LINE.

	In Oregon	Entire line
Line owned—main line .....		10.51
Branches and spurs .....		16.27
Line operated under lease .....		4.37
Line operated under contract or agreement .....		6,261.89
Oregon & California Railroad—Portland, Or., to California State line, 367.27 miles; Portland to Corvallis, Or., 96.25 miles; Woodburn to Natron, 94.73 miles; Albany Junction to Lebanon, 11.38 miles; Portland, Or., to Airlie, 73.11 miles; Sheridan Junction to Sheridan, 7.23 miles; Mohawk Junction, Or., to Wendling, Or., 15.98 miles; Springfield to Springfield Junction, 1.12 miles; Beaverton, Or., to Woodburn Junction, 10.35 miles; Central Pacific Railway—California-Oregon State line to Chiloquin, 45.54 miles; Natron to Oakridge, 34.39 miles .....	757.30	16.72
Line operated under trackage rights .....		
Oregon-Washington R. R. & Navigation Company—East Portland to west end of Willamette bridge, .32 miles; Northern Pacific Terminal Co. of Oregon, trackage through terminal grounds of Portland, .46 miles; Salem Falls City & Western Railway Company—S., F. C. & W. O. Co. to Dallas, 5.12 miles; Corvallis & Eastern R. R. to C. & E. C. Co., 1.46 miles .....	7.36	
Total .....	764.66	6,309.76

*Outside Operations*—Atlantic steamship lines, Portland & Coos Bay Steamship Line, Sacramento River steamers; Ferry Lines, San Francisco to Oakland; sleeping car service, dining and special car service, hotels and restaurants.

*Transportations, Corporations Controlled in Oregon*—Beaverton and Willsburg Railroad Company, Central Pacific Railroad Company, Coos Bay, Roseburg & Eastern Railroad & Navigation Company; Corvallis &

Eastern Railroad Company, Independence & Monmouth Railroad Company, Oregon & California Railroad Company, Oregon Western Railroad Company, Pacific Railway & Navigation Company, Northern Pacific Terminal Company of Oregon, Salem, Falls City & Western Railroad Company.

## CAPITALIZATION.

	Capital stock		
	Common	Preferred	Total
Amount authorized.....	\$ 374,451,825 00	\$ 3,300 00	\$ 374,455,125 00
Outstanding common.....	272,672,480 64		
Not held by company.....	272,672,480 64	3,300 00	272,672,480 64
Dividends declared during year (6%).....	16,800,844 82		16,800,844 82

Authorized and outstanding included \$25.00 receipts outstanding for installments paid.

*Purpose of Issue*—For cash, common stock, 10,000 shares, total cash realized, \$1,000,000; preferred stock, cash realized, \$74,863,300; on entire issue of preferred stock; for acquisition of securities, 1,967,113.0564 shares common stock; cash realized, \$196,711,305.64; for organization, 744,518 shares common stock issued in exchange for preferred stock retired, 5,093 shares issued in exchange for Southern Pacific Company's 4%, 20-year convertible bonds; cash realized \$662,090; total cash realized on shares outstanding, \$273,236,695.64.

## FUNDED DEBT.

	Funded debt			
	Mortgage bonds	Collateral trust bonds	Miscellaneous obligations	Total
Outstanding.....	\$ 24,990,000 00	\$ 34,218,500 00	\$ 81,378,910 00	\$ 140,587,410 00
Not held by company.....	24,990,000 00	34,218,500 00	81,378,910 00	140,587,410 00
Interest accrued during year.....	891,649 99	1,270,658 00	3,256,255 00	5,418,562 99

NOTE—Cannot ascertain amount of interest paid during year as all the records were destroyed in the Equitable fire January 9, 1912.

*Purpose of Issue*—For cash, par value \$81,151,910; cash realized, \$78,541,440; for acquisition of securities exchanged for Central Pacific Company's common and preferred stock issued during the year, \$200,000; total par value outstanding, \$34,218,500; for refundment of securities issued to retire like amount of Southern Pacific Company's preferred stock, total par value, \$227,000; issued for expenditures for construction of Bay Shore line and terminal property in San Francisco and San Mateo counties, California, issued during the year, \$6,000,000; par value cash realized, \$5,250,000; total par value outstanding, \$24,990,000; total cash realized \$21,922,364.

Discount on securities issued during the year, San Francisco terminal, first mortgage 4% bonds \$750,000; Southern Pacific Company (Central Pacific stock collateral) 4% bonds, \$749,390, charged to profit and loss.

*Expenditures for Additions and Betterments During the Year*—Road, \$35,748.40; equipment, credit, \$19,910.74; net total, \$15,837.62; expenditures for new lines or extensions, road, credit, \$69,705.83; equipment,

\$5,000.00; general expenditures, \$1,028.67; total, entire line, credit, \$63,677.16.

Total cost of road and equipment to June 30, 1912, \$37,637,927.81; less reserve for accrued depreciation, \$6,278,194.50.

Net total, \$31,359,733.31; per mile of line, \$815,373.72.

NOTE.—The cost per mile of line is based on the cost of 11.80 miles of railway and terminal property in San Francisco and San Mateo counties, California, amounting to \$9,621,409.88.

### INCOME ACCOUNT.

<b>OPERATING INCOME:</b>		
Operating revenues .....	\$ 90,621,090 27	
Operating expenses .....	52,018,582 56	
Net operating revenue .....		\$ 38,602,507 71
<b>OUTSIDE OPERATIONS:</b>		
Revenues .....	\$ 10,274,116 66	
Expenses .....	10,077,458 54	
Net revenue from outside operations .....		\$ 196,668 12
Total net revenue .....		\$ 38,799,176 83
Taxes accrued .....		193,816 15
Operating income .....		\$ 38,605,360 68
<b>OTHER INCOME:</b>		
Rent from lease of road .....	\$ 1,195,588 84	
Dividends on stock owned .....	16,778,870 94	
Interest on funded debt owned .....	4,521,223 83	
Interest on loans and accounts .....	676,945 42	
Miscellaneous income .....	846 27	
Other properties net income .....	1,511,251 56	
Total other income .....		24,684,726 36
Gross corporate income .....		\$ 63,290,087 04
<b>DEDUCTIONS:</b>		
Rents for lease of other roads .....	\$ 37,427,773 15	
Separately operated properties—loss .....	178,621 01	
Interest on funded debt .....	5,418,562 99	
Sinking and redemption funds chargeable to income .....	5,000 00	
Other deductions .....	148,188 94	
Total deductions .....		43,178,141 09
Net corporate income .....		\$ 20,111,945 95
<b>DISPOSITION OF NET INCOME:</b>		
Dividends on common stock .....		16,360,344 32
Balance for year carried forward to credit of profit and loss .....		\$ 3,751,595 63

*Profit and Loss*—Credit: Balance June 30, 1911, \$63,711,655.81; balance for year from income, \$3,751,595.63; adjustments in unsettled claims and accounts, \$573,156.69; profit on stock and bonds sold, \$263,931.07; sinking fund contributions, \$5,000; total, \$68,305,339.20.

Debit: Abandoned property, \$6,784.51; loss on property sold during the year, \$109,455.37; extinguishment of discount on securities, \$1,349,390; balance credit June 30, 1912, \$66,839,709.32.

## OPERATING REVENUES ENTIRE LINE AND STATE.

Account	Entire line revenues	State of Oregon		
		Intrastate revenues	Interstate revenues assigned to State	Total revenues
<b>REVENUE FROM TRANSPORTATION:</b>				
Freight .....	\$ 52,944,791 08	\$ 1,664,868 49	\$ 2,014,945 62	\$ 3,679,814 01
Passenger .....	\$ 81,279,921 69	\$ 1,889,540 79	\$ 1,865,881 77	\$ 3,754,422 56
Excess baggage .....	896,497 56	28,018 65	88,862 12	61,890 77
Parlor and chair car revenue .....	5,713 00	669 60	439 89	1,108 99
Mail .....	1,994,245 91	161,891 56	10,221 85	172,112 91
Express .....	1,961,260 20			†216,180 87
Milk revenue .....	66,866 60			
Other passenger train revenue .....	204,708 88	2,290 80	691 20	†15,485 09
<b>Total passenger service train revenue</b> .....	<b>\$ 85,908,708 79</b>			<b>\$ 4,171,141 19</b>
Switching revenue .....	488,902 85	16,164 23		16,164 23
Special service train revenue .....	41,009 09	*1,218 16	4,857 54	8,189 89
Miscellaneous .....	870,591 18	15,166 67	8,778 81	†24,188 86
<b>Total revenue from transportation</b> .....	<b>\$ 89,749,002 44</b>			<b>\$ 7,894,442 68</b>
<b>REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:</b>				
Station and train privileges .....	149,869 24	\$ 11,874 82		\$ †14,866 85
Parcel room receipts .....	29,422 20	2,286 80		2,286 80
Storage—freight .....	18,597 25	4,749 58		4,749 58
Storage—baggage .....	62,557 17	4,157 05		4,157 05
Car service .....	86,556 85	9,149 35		9,149 35
Telegraph and telephone .....	78,584 04			8,344 43
Rent of buildings and other property .....	161,775 21	14,985 89		14,985 89
Miscellaneous .....	170,806 85	2,778 52		†9,428 95
<b>Total revenue from operations other than transportation</b> .....	<b>\$ 752,666 81</b>			<b>\$ 67,918 40</b>
Joint facilities revenue —Dr. ....	12,768 15			
Joint facilities revenue Cr. ....	182,189 67	81,857 14		81,857 14
<b>Total operating revenues</b> .....	<b>\$ 90,621,090 27</b>			<b>\$ 7,968,718 22</b>

\* Debit item. † Express, telegraph and telephone service revenues not segregated between intrastate and interstate.

Other Oregon items not divided between intrastate and interstate revenues are: Passenger train revenues, \$12,503.09; miscellaneous transportation revenue, \$248.38; station and train privileges, \$2,992.03; miscellaneous revenues from operation other than transportation, \$6,650.43.

## RAILWAY SECURITIES OWNED (Lines in or entering Oregon.)

	Par value	Book value
<b>STOCKS:</b>		
Beaverton & Willsburg R. R. Co. ....	\$ 750,000 00	*
Oregon & California R. R. Co., common .....	6,961,000 00	456,440 26
Oregon & California R. R. Co., preferred .....	11,991,000 00	785,864 14
Oos Bay, Roseburg & Eastern R. R. & Nav. Co. ....	2,000,000 00	375,000 00
Oorvallis & Eastern R. R. Co. ....	1,410,000 00	14,100 00
Independence & Monmouth Ry. Co. ....	12,750 00	10,000 00
Salem, Falls City & Western Ry. Co. ....	100,000 00	*
<b>FUNDED DEBT:</b>		
Beaverton & Willsburg R. R. Co., face value .....	750,000 00	*
N. P. Terminal Company of Oregon .....	10,000 00	10,500 00
Oregon Eastern Ry. Co. ....	5,000,000 00	5,000,000 00
Oregon & California R. R. Co. ....	32,000 00	33,580 00
Oorvallis & Eastern R. R. Co. ....	2,115,000 00	1,589,567 82
Oos Bay, Roseburg & Eastern R. R. & Nav. Co. ....	625,000 00	609,600 00
Salem, Falls City & Western .....	540,000 00	*

\* Book value of stocks and bonds taken over without separate price for stocks and bonds—Beaverton & Willsburg R. R. Co., \$1,000,585.96; Salem, Falls City & Western Ry. Co., \$650,000.00.

Advances to proprietary affiliated and controlled companies State of Oregon; advances for construction, equipment and betterments: Oregon & Western Railway Company, \$1,568,243.13; Willamette Pacific Railroad Company, \$523,913.11; Beaverton & Willsburg Railroad Company, \$1,900,964.53; Oregon Eastern Railway, \$173,236.40; Oregon & California Railroad Company, Salem to Durbin, \$18,999.28; temporary advances to Willamette Valley Electric lines, \$1,684,916.46.

*General Balance Sheet*—Assets: Road and equipment, \$31,359,733.31; securities pledged, \$185,751,285.23; unpledged, \$24,858,732.60; advances to proprietary and affiliated and controlled companies for construction, etc., \$79,828,494.60; miscellaneous investments, \$148,011,771.23; working assets, \$146,448,673.53; accrued income not due, \$2,024,458.90; deferred debit items, \$12,195,810.33; total, \$629,379,389.73.

Liabilities: Capital stock, common, not held by company, \$272,672.405.64; preferred stock not held by company, \$3,300.00; receipts outstanding for installments paid, \$25.00; mortgage bonded and secured debt, \$140,597,410; working liabilities, \$128,275,667.30; accrued liabilities not due, \$9,264,257.18; deferred credit items, \$10,128,282.24; appropriated surplus not specifically invested, \$1,608,332.95; profit and loss, \$66,839,709.32; grand total, \$629,379,389.73.

*Operating Expenses*—State of Oregon: Maintenance of way and structures, \$1,059,940.33; maintenance of equipment, \$852,042.32; traffic expenses, \$236,195.70; transportation expenses, \$2,564,743.86; general expenses, \$216,651.74; total, \$4,929,573.95.

Ratio of operating expenses to operating revenues, 61.67 per cent.

Entire Line: Maintenance of way and structures, \$10,123,484.90; maintenance of equipment, \$11,201,493.60; traffic expenses, \$2,180,608.33; transportation expenses, \$26,170,200.09; general expenses, \$2,342,795.64; total, \$52,018,582.56.

Ratio of operating expenses to operating revenues, 57.40 per cent.

*Taxes and Assessments*—For reporting company's owned and proprietary lines: California, \$16,399.11; Oregon, \$244.29; New York, \$18,300; Kentucky, \$152,097.35; Utah, \$6.17; Arizona, \$15.00; U. S. Corporation Tax, \$23,224.23.

For reporting companies leased and operating lines: Central Pacific Ry., California, \$909,440.42; Nevada, \$351,610.38; Oregon, \$18,934.32;

Utah, \$124,268.52; U. S. Corporation Tax, \$60,237.95; Nevada and California Ry., California, \$10,979.36; Nevada, \$54,920.35.

Oregon & California R. R., Oregon, \$555,070.32; U. S. Corporation Tax, \$18,385.86.

Southern Pacific R. R., California, \$1,716,676.99; Arizona, \$228,825.99; New Mexico, \$69,934.37; Mexico, \$348.78; U. S. Corporation Tax, \$114,540.21; South Pacific Coast Ry., California, \$63,294.85.

Total, all taxes, \$4,309,142.66.

*Contracts, Agreements Affecting Business within the State of Oregon, which became effective during the year*—Agreement dated April 1, 1912, between Southern Pacific Company and Pullman Company, covering operating of Pullman cars; basis for computing earnings, the Pullman Company to pay Southern Pacific Company, on all cars operated by the railroad company under the agreement after March 31, 1915, all gross earnings; of standard, sleeping and parlor cars operated by it in excess of an average of \$7,250 per car per annum up to an average of \$8,750 per car per annum, one-half of any excesses over the latter figure to be paid to the railroad company; of tourist sleeping cars in excess of an average of \$4,700.00 per car per annum up to an average of \$5,700 per car per annum, one-half of any excess over the latter figure; on all standard and tourist sleeping and parlor cars so operated prior to April 1, 1915, the Pullman Company to pay the railroad company one-half the amount provided above.

Agreement dated January 2, 1912, with Pacific Telephone & Telegraph Company, providing for their furnishing telephone service at half-current rate within the states of California and Oregon; also for furnishing by Southern Pacific Company, passes to linemen of telephone company of business in Oregon and half rates in California, wholly intrastate, and half rates on tickets furnished to officials and employees of telephone companies when travelling between San Francisco and Portland.

*Employees and Salaries*—Total, including general officers, 44,088; salaries for the year, \$39,304,202.25; total excluding general officers, 43,997; salaries for the year, \$38,808,223.69.

Average daily compensation not shown as the basis for converting of time for employees working on mileage, piece work, and commission basis, to basis of days' work, has not been prescribed by the Interstate Commerce Commission.

*Traffic and Mileage Statistics—Entire Line*—Passenger Traffic: Number of passengers carried earning revenue, 34,639,576; number of passengers carried one mile, 1,410,780,159; number of passengers carried one mile per mile of road, 217,228; average distance carried, 40.73 miles.

Total passenger revenue, \$31,279,921.69; average amount received from each passenger, \$0.903; average receipts per passenger per mile, \$0.02217.

Total passenger service train revenue, \$35,908,708.79; passenger service train revenue per mile of road, \$5,659.53; passenger service train revenue per train mile, \$1.70277.

Freight Traffic: Number of tons carried of freight earning revenue, 19,619,320; number of tons carried one mile, 4,326,466,059; number of tons carried one mile per mile of road, 694,678; average distance haul of one ton, 220.52 miles.

Total freight revenue, \$52,944,791.08; average amount received for each ton of freight, \$2.69860; average receipt per ton per mile, \$0.01224; freight revenue per mile of road, \$8,393.12; freight revenue per train mile, \$5.19664.

Total Traffic: Operating revenues, \$90,621,090.27; operating revenues per mile of road, \$14,333.31; operating revenues per train mile, \$2.97179.

Operating expenses, \$52,018,582.56; operating expenses per mile of road, \$8,242.06; operating expenses per train mile, \$1.70886.

Net operating revenue \$38,602,507.71; net operating revenue per mile of road, \$6,091.25.

Average number of passengers per car mile, 16; average number of passengers per train mile, 65; average number of passenger cars per train mile, 6.08.

Average number of tons of freight per loaded car mile, 17.01; average number of tons of freight per train mile, 430.11; average number of freight cars per train mile, 36.23; average number of loaded cars per train mile, 25.29; average number of empty cars per train mile, 9.98.

Average mileage operated during the year, 6,220.31.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 12,847,701; passenger locomotive miles, 21,788,203; mixed locomotive miles, 807,098; special locomotive miles, 40,755; switching locomotive miles, 4,546,174; total revenue locomotive mileage, 40,029,931; nonrevenue service locomotive miles, 1,617,808.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 254,081,285; empty, 100,216,177; caboose, 9,716,665; total freight car miles, 364,014,127.

Passenger car miles, passenger, 46,966,834; sleeping, parlor and observation, 37,749,869; other passenger train cars, 40,890,991; total passenger car miles, 125,607,694.

Special car miles, freight, empty, 3,087; freight loaded, 370,998; caboose, 30,784; passenger, 103,717; sleeping, parlor and observation, 370; other passenger train cars, 2,680; total special car miles, 511,636; total revenue car mileage, 490,133,457; nonrevenue service car miles, 10,267,686.

*Train Mileage*—Revenue Service: Freight train miles, 9,297,404; passenger train miles, 19,925,528; mixed train miles, 749,052; special train miles, 29,325; total revenue train mileage, 30,001,309; nonrevenue service train miles, 973,091.

*Traffic and Mileage Statistics—State of Oregon*—Passenger Traffic: Number of passengers carried earning revenue, 2,536,073; number of passengers carried one mile, 151,098,175; number of passengers carried one mile per mile of road, 205,991; average distance carried, 59.58 miles.

Total passenger revenue, \$3,704,922.56; average amount received from each passenger, \$1.46089; average receipts per passenger per mile, \$0.02452.

Total passenger service train revenue, \$4,171,141.19; passenger service train revenue per mile of road, \$5,686.47; passenger service train revenue per train mile, \$2.13798.

Freight Traffic: Number of tons carried of freight earning revenue, 2,125,627; number of tons carried of intrastate freight earning revenue, 1,289,365; number of tons carried one mile, 260,829,636; number of tons carried one mile (intrastate), 57,469,252; number of tons carried one mile per mile of road, 355,586; number of tons carried one mile (intrastate) per mile of road, 78,347; average distance haul of one ton, 122.71 miles; average distance haul of one ton (intrastate) 44.57 miles.

Total freight revenue, \$3,679,814.01; total intrastate freight revenue, \$1,664,868.49; average amount received for each ton of freight, \$1.73117; average amount received for each ton of intrastate freight, \$1.29123; average receipt per ton per mile, \$0.01411; average receipts per ton per mile (intrastate), \$0.02897; freight revenue per mile of road, \$5,016.65; freight revenue per train mile, \$4.31486.

Total Traffic: Operating revenues, \$7,993,718.22; operating revenues per mile of road, \$10,897.76; operating revenues per train mile, \$2,87981.

Operating expenses, \$4,929,573.95; operating expenses per mile of road, \$6,720.44; operating expenses per train mile, \$1,77593.

Net operating revenue, \$3,064,144.27; net operating revenue per mile of road, \$4,177.32.

Average number of passengers per car mile, 18; average number of passengers per train mile, 77; average number of passenger cars per train mile, 6.53.

Average number of tons of freight per loaded car mile, 14.94; average number of tons of freight per train mile, 305.84; average number of freight cars per train mile, 27.93; average number of loaded cars per train mile, 20.47; average number of empty cars per train mile, 6.49.

Average mileage operated during year, 733.52.

*Locomotive Mileage*—Revenue Service: Freight locomotive miles, 1,145,047; passenger locomotive miles, 2,196,140; mixed locomotive miles, 30,002; special locomotive miles, 2,912; switching locomotive miles, 319,149; total revenue locomotive mileage, 3,693,250; nonrevenue service locomotive miles, 193,411.

*Car Mileage*—Revenue Service: Freight car miles, loaded, 17,455,622; empty, 5,532,856; caboose, 827,916; total freight car miles, 23,816,394.

Passenger car miles, passenger, 4,702,563; sleeping, parlor and observation, 3,485,066; other passenger train cars, 4,558,995; total passenger car miles, 12,746,624.

Special car miles, freight, loaded, 27,222; caboose, 1,954; passenger, 10,572; other passenger train cars, 2,496; total special car miles, 42,244; total revenue car mileage, 36,605,262; nonrevenue service car miles, 2,382,547.

*Train Mileage*—Revenue Service: Freight train miles, 822,894; passenger train miles, 1,921,041; mixed train miles, 29,930; special train miles, 1,912; total revenue train mileage, 2,775,777; nonrevenue service train miles, 146,083.

*Freight Traffic Movement in Tons—Entire Line*—Products of Agriculture: Grain, 739,709; flour, 100,730; other mill products, 283,547; hay, 488,010; tobacco, 8,705; cotton, 36,248; fruit and vegetables, 2,049,958; other products of agriculture, 98,136; total, 3,805,043.

Products of Animals: Livestock, 401,259; dressed meats, 24,291; other packing house products, 38,892; poultry, game and fish, 20,947; wool, 12,628; hides and leather, 18,163; other products of animals, 142,484; total, 658,664.

Products of Mines: Anthracite coal, 1,341; bituminous coal, 290,145; coke, 95,607; ores, 527,663; stone, sand and other like articles, 3,510,113; other products of mines, 1,759,381; total, 6,184,250.

Products of Forests: Lumber, 2,987,667; other products of forests, 408,152; total, 3,395,819.

Manufactures: Petroleum and other oils, 233,827; sugar, 264,217; naval stores, 574; iron, pig and bloom, 60,184; iron and steel rails, 103,329; other castings and machinery, 344,067; bar and sheet metal, 93,400; cement, brick and lime, 1,417,168; agricultural implements, 27,085; wagons, carriages, tools, etc., 29,769; wines, liquors and beers, 254,998; household goods and furniture, 46,371; other manufactures, 537,065; total, 3,412,044.

Merchandise, 1,726,062; miscellaneous, 437,438.

Total tonnage, 19,619,320.

*Intrastate Traffic Movement in Tons—State of Oregon*—Products of Agriculture: Grain, 34,667; flour, 12,434; other mill products, 23,143;



hay, 27,907; fruit and vegetables, 13,622; other products of agriculture, 479; total, 112,252.

Products of Animals: Livestock, 12,884; dressed meats, 316; other packing house products, 131; poultry, game and fish, 10; wool, 477; hides and leather, 74; other products of animals, 8,953; total, 22,845.

Products of Mines: Bituminous coal, 3,410; coke, 544; ores, 111; stone, sand and other like articles, 26,135; other products of mines, 31,371; total, 161,571.

Products of Forests: Lumber, 544,491; other products of forests, 186,106; total, 730,597.

Manufactures: Petroleum and other oils, 5,235; sugar, 4,047; naval stores, 40; iron, pig and bloom, 1,988; iron and steel rails, 4,028; other castings and machinery, 12,427; bar and sheet metal, 1,310; cement, brick and lime, 66,904; garicultural implements, 1,337; wagons, carriages, tools, etc., 591; wines, liquors and beer, 1,796; household goods and furniture, 664; other manufactures, 10,026; total, 110,393.

Merchandise, 140,436; miscellaneous, 11,271.

Total tonnage, 1,289,365.

*Description of Equipments*—Locomotives owned or leased, passenger, 393; freight, 745; switching, 165; total locomotives in service, 1,303; less leased, 15; total owned, 1,288; cars owned or leased in passenger service, first class, 1,018; second class, 9; combination, 110; dining, 82; baggage, express and postal, 493; total, 1,712; in freight service, box, 15,426; flat, 6,229; stock, 2,444; coal, 2,011; tank, 1,923; refrigerator, 172; total, 28,205; in company's service, officers and pay, 23; gravel, 1,623; derrick, 38; caboose, 500; other road cars, 3,866; total, 6,050.

Total cars in service, 35,967; less cars leased, 9; total cars owned, 35,958.

*Equipment Owned or Leased not in Service of Respondent*—Locomotives, 34; cars in passenger service, 22; in freight service, 418; in company's service, 7; total cars, 447.

#### MILEAGE OF ROAD OPERATED—ENTIRE LINE (All Tracks).

	Single track	Second track	Other main tracks	Yard tracks and sidings	Total mileage operated
Line owned, main line.....	10.51	10.51	-----	70.41	91.43
Branches and spurs.....	16.27	14.07	-----	-----	30.34
Lines operated under lease.....	4.87	-----	-----	.63	5.00
Lines operated under trackage rights.....	16.72	-----	-----	-----	16.72
Lines operated under contract.....	6,261.80	338.23	-----	2,334.92	8,935.04
Total mileage operated.....	6,309.76	332.81	-----	2,406.96	9,048.53
New line constructed during year.....	166.55	106.20	-----	112.50	384.95
Rails—	-----	-----	-----	-----	-----
Iron.....	13.95	-----	-----	19.09	33.04
Steel.....	6,179.09	332.81	-----	2,386.87	8,908.77

### MILEAGE OF ROAD OPERATED—STATE OF OREGON (All Tracks).

	Single track	Second track	Yard tracks and sidings	Total
Line operated under lease.....				
Line operated under contract.....	757.80		169.15	926.45
Line operated under trackage rights.....	7.86			7.86
Total mileage operated.....	764.66		169.15	933.81
New line constructed during year.....	61.28		23.18	84.41
Rails—				
Iron.....			10.62	10.62
Steel.....	757.80		158.58	915.88

### MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (Single Track).

	Line owned		Line operated under lease	Line operated under contract
	Main line	Branches and spurs		
California.....	10.51	16.27		8,806.14
Nevada.....				679.26
Utah.....			4.87	252.16
Oregon.....				757.80
Arizona.....				587.12
New Mexico.....				167.91
Total mileage operated.....	10.51	16.27	4.87	6,261.99

	Line operated under trackage rights	Total mileage operated	New line constructed during year	Rails	
				Iron	Steel
California.....	5.88	8,900.80	97.98	18.95	8,890.97
Nevada.....		679.26	7.89		679.26
Utah.....	8.98	260.51			250.58
Oregon.....	7.86	764.66	61.28		757.80
Arizona.....		587.12			587.12
New Mexico.....		167.91			167.91
Total mileage operated.....	16.72	6,809.76	166.55	18.95	6,279.09

*Renewals of Rails and Ties During Year—State of Oregon*—New rails laid during the year, steel, 116 pounds, 964.68 tons; 90 pounds, 5,205.48 tons; 80 pounds, 5.61 tons; 75 pounds, 156.36 tons; total, 6,332.13 tons; average price at distributing point, \$40.50 per ton; new ties laid during the year, pine, 73,686; red wood, 97; burnettized pine, 165,383; total, 239,166; average price at distributing point, 44.66 cents.

*Characteristics of Road—State of Oregon*—Miles, 757.30; alignment, number of curves, 1,482; aggregate length of curved line, 203.73 miles; length of straight line, 553.57 miles.

Profile: Length of level line, 144.95 miles; ascending grades, 1,059; sum of ascents, 113,115 feet; aggregate length of ascending grades,

381.98 miles; descending grades, 627; sum of descents, 85,115.1 feet; aggregate length of descending grades, 230.37 miles.

Bridges: Stone and concrete, 2; aggregate length, 40 feet; iron and steel, 59; aggregate length, 12,484 feet; wooden and combination, 34; aggregate length, 2,053 feet; total, 95; aggregate length, 14,577 feet.

Trestles, 523; aggregate length, 100,709 feet; tunnels, 16; aggregate length, 15,478 feet; overhead highway crossings, 2; overhead railway crossings, 2.

Gauge of track, 4 feet, 8½ inches; 757.30 miles.

Telegraph: 1,052.50 miles of wire owned by Oregon & California Railroad, 36.40 miles of wire owned by Central Pacific Railway, all operated by Southern Pacific Company; owned and operated by Western Union Telegraph Co., but located on property owned by this company, miles of line, 780.70; miles of wire, 3,100.30.

## THE SUMPTER VALLEY RAILWAY COMPANY.

Organized under the laws of Oregon August 15, 1890.

*Directors*—David Eccles, Ogden, Utah; C. W. Nibley, Salt Lake City, Utah; George Stoddard, Baker, Oregon; F. M. Shurtliffe, Baker, Oregon; LeRoy Eccles, Ogden, Utah.

*Officers*—Chairman of the Board and President, David Eccles; Vice-President, C. W. Nibley; Secretary, Joseph A. West; Treasurer, D. C. Eccles; Attorney, John L. Rand; Auditor, F. H. Atkinson; Chief Engineer, Joseph A. West; Assistant Superintendent, Joseph Barton; General Freight and Passenger Agent, S. S. Landis.

*Road Owned and Operated*—Baker, Oregon, to Prairie City, Oregon, 81.07 miles.

### CAPITALIZATION.

*Capital Stock*—Common: Total par value authorized, \$1,000,000; outstanding, \$810,000, not held by respondent.

*Funded Debt*—First mortgage 6% gold bonds, par value authorized, \$1,000,000; outstanding, not held by respondent, \$810,000; interest accrued during the year, \$48,600; amount paid during the year, \$48,600.

*Total Capitalization*—Par value outstanding, assigned to railways, \$1,620,000; amount per mile of line, \$19,982.73.

All the above stocks and bonds were given to the construction company in payment for construction work.

*NOTE*—The difference between total capital shown as outstanding this year and that shown in previous years' report is due to adjustments made in the accounts by respondent.

*Cost of Road and Equipment*—To June 30, 1912: \$1,557,764.99; per mile of line, \$19,215.06.

*Income Account*—Operating revenue, \$223,130.16; operating expenses, \$151,958.84; net operating revenue, \$71,171.32; taxes accrued, \$18,585.82; operating income, \$52,585.50; interest accrued on funded debt, \$48,600; net corporate income, carried to the credit of profit and loss, \$3,985.50.

*Profit and Loss*—Debit: Balance June 30, 1911, \$24,456.54.

Credit: Balance for year brought forward from income account, \$3,985.50; balance debit June 30, 1912, \$20,471.04.

*Operating Revenues*—State of Oregon and Entire Line—Revenue from transportation, freight, \$160,770.64; passenger, \$49,958.45; excess

baggage, \$808.55; mail, \$7,070.68; express, \$3,509.04; total passenger train service revenue, \$61,346.72; switching revenue, \$91; special service train revenue, \$223.60; miscellaneous transportation revenue, \$572.75; total revenue from transportation, \$223,004.71; revenue from operations other than transportation, \$125.45.

Total operating revenue, State and entire line, \$223,130.16.

*Operating Expenses—Entire Line and State*—Maintenance of way and structures, \$50,431.22; maintenance of equipment, \$35,618.60; transportation expenses, \$56,973.70; general expenses, \$8,935.32; total, \$151,958.84.

Ratio of operating expenses to operating revenues, 68.10 per cent.

*General Balance Sheet*—Assets: Road and equipment, \$1,557,764.99; working assets, \$64,528.96; profit and loss, \$20,471.04; grand total, \$1,642,764.99.

Liabilities: Common stock, \$810,000; mortgage bonds, \$810,000; additions to property since June 30, 1907, through income, \$22,764.99; grand total, \$1,642,764.99.

### EMPLOYEES AND SALARIES—STATE OF OREGON.

Class	Number	Total yearly compensation	Average daily compensation
General officers .....	2	\$ 4,600 00	\$ 4 20
Other officers .....	5	6,982 80	4 17
Station agents .....	4	3,600 00	2 46
Other stationmen .....	5	3,408 75	2 01
Enginemen .....	10	7,868 85	3 71
Firemen .....	10	5,298 10	2 65
Conductors .....	10	6,698 80	3 45
Other trainmen .....	11	4,608 75	2 52
Machinists .....	8	9,939 45	3 47
Carpenters .....	14	9,125 15	2 98
Other shopmen .....	6	3,644 45	3 81
Section foremen .....	9	2,401 55	1 85
Other trackmen .....	65	29,571 10	1 77
Switch tenders, crossing tenders and watchmen ..	1	150 00	42
All other employees and laborers .....	4	4,067 25	2 45
Total (including general officers) .....	169	\$ 101,358 50	\$ 2 48
Total (excluding general officers) .....	162	96,758 50	2 44

*Traffic and Mileage Statistics—Oregon and Entire Line*—Passenger: Number passengers carried earning revenue, 36,184; carried one mile, 1,175,493; carried one mile per mile of road, 14,499; average distance carried, 44.98 miles.

Total passenger revenue, \$49,958.45; average amount received from each passenger, \$1.90797; per mile, \$0.04249.

Total passenger service train revenue, \$61,346.72; per mile of road, \$756.71; per train mile, \$1.0477.

Freight Traffic: Tons carried earning revenue, 111,660; total freight revenue, \$160,770.64; average amount received for each ton, \$1.43982; freight revenue per mile of road, \$1,983.10.

Total Traffic: Operating revenues, \$223,130.16; per mile of road, \$2,752.31.

Operating expenses, \$151,958.84; per mile of road, \$1,874.41.

Net operating revenue, \$71,171.32; per mile of road, \$877.89.

Average number of passengers per car mile, 14; per train mile, 20; average number of passenger cars per train mile, 2.36.

Average mileage operated during the year, 81.07.

Passenger locomotive miles, 55,551; passenger car miles, 138,272; passenger train miles, 55,551.

*Freight Traffic Movement in Tons—State and Entire Line*—Products of Agriculture: Grain, 668; flour, 640; hay, 1,058; fruit and vegetables, 205; other products of agriculture, 21; total, 2,592.

Products of Animals: Live stock, 1,406; other packing house products, 10; wool, 344; total, 1,760.

Products of Mines: Bituminous coal, 60; ores, 1,408; stone, sand and other like articles, 137; total, 1,605.

Products of Forests: Lumber, 31,195; other products of forests, 67,528; total, 98,723.

Manufactures: Petroleum and other oils, 79; sugar, 125; iron, pig and bloom, 25; iron and steel rails, 228; other castings and machinery, 194; cement, brick and lime, 221; agricultural implements, 26; wagons, carriages, tools, etc., 35; wines, liquors and beers, 247; household goods and furniture, 17; other manufactures, 385; total, 1,582.

Merchandise, 5,398.

Total tonnage, State and entire line, 111,660.

All the above tonnage considered by respondent as intrastate.

*Description of Equipment*—Locomotives owned: Passenger, 3; freight, 9; switching, 1; total, 13.

Cars owned in passenger service, first class, 4; combination, 2; baggage, express and postal, 3; total, 9; in freight service, box, 61; flat, 65; stock, 19; coal, 21; logging, 126; refrigerator, 2; others, 32; total, 326; cars in company's service, officers and pay, 1; derrick, 1; cabooses, 4; others, 15; total, 21; total cars in service and owned, 356.

New rails laid during the year, 164.55 tons; average price at distributing point, \$34.12; new ties laid during the year, fir and tamarack, 9,879; average price at distributing point, \$0.24.

*Characteristics of Road—Working Divisions:* Baker to Sumpter, 31.54 miles; Sumpter to Whitney, 14.60 miles; Whitney to Austin, 16.10 miles; Austin to Prairie City, 18.83 miles: total, 81.07 miles.

*Alignment:* Number of curves, 407; aggregate length of curved line, 37.42 miles; length of straight line, 43.65 miles.

*Profile:* Length of level line, 3.90 miles; ascending grades, 19; sums of ascents, 3,933.5 feet; aggregate length of ascending grades, 50.96 miles; descending grades, 13; sum of descents, 3,816.5 feet; aggregate length of descending grades, 27.87 miles.

Bridges, 61; aggregate length, 3,392 feet.

Trestles, 18; aggregate length, 1,705 feet.

Gauge of track, 3 feet; 81.07 miles.

Telephone lines owned by respondent: Miles of line, 81.07; miles of wire, 162.14; all operated by this company.

## WILLAMETTE VALLEY & COAST RAILROAD COMPANY

Organized November 15, 1911, under the laws of Oregon.

*Directors*—Aug. Lovegren, Philip Lovegren and L. A. Lovegren, all of Cherry Grove, Oregon.

*Officers*—President and Treasurer, Aug. Lovegren; First Vice-President and General Manager, Philip Lovegren; Secretary and Chief Engineer, L. A. Lovegren; Traffic Manager, C. L. Armstrong.

*Road Owned*—Patton, Oregon, to Cherry Grove, Oregon, 5.4 miles.

## CAPITALIZATION.

Number of shares authorized, 1,000; total par value authorized outstanding not held by respondent, \$100,000; all issued for cash and 75 per cent, or \$75,000 paid thereon to date.

*Road and Equipment*—Expenditures for new line or extensions during the year, road, \$80,365.01; equipment, \$16,417.09; general expenditures, \$1,579.85; total, \$98,361.95.

Total expenditures to June 30, 1912. \$98,361.95; cost per mile of line, \$18,215.18.

This company's line was not turned over to the operating department until subsequent to June 30, 1912; all earning and operating expenses during construction were included in cost of road.

*General Balance Sheet*—Assets: Road and equipment, \$98,361.95; working assets, \$26,638.05; total, \$125,000.

Liabilities: Capital stock, \$100,000; loans and bills payable, \$25,000; grand total, \$125,000.

*Description of Equipment*—Locomotives owned, 1; cars owned in passenger service, combination, 1; other cars in passenger service, 1; in freight service, box, 2; flat, 3; total, 5; total cars owned, 7.

*Characteristics of Road*—Alignment: Number of curves, 6; aggregate of curved line, 1.03 miles; length of straight lines, 4.37 miles.

Profile: Length of level line, .61 miles; ascending grades, 5; sum of ascents, 103 feet; aggregate length of ascending grades, 4.28 miles; descending grades, 3; sum of descents, 11.5 feet; aggregate length of descending grades, .51 mile.

Trestles, 2; aggregate length, 128 feet.

Gauge of track, 4 feet, 8½ inches; 5.4 miles.

## COMMERCIAL ROADS—ELECTRIC

### KENTON TRACTION COMPANY.

Organized March 22, 1909, under the laws of Oregon.

*Directors*—C. C. Colt, Geo. F. Heusner, Charles H. Carey, R. H. Brown, Geo. F. Anderson, all of Portland, Oregon.

*Officers*—President, C. C. Colt; First Vice-President, Charles H. Carey; Secretary and Treasurer, Geo. F. Anderson; General Counsel, Carey & Kerr; Auditor, G. F. Silknitter; General Manager, Geo. F. Heusner; General Superintendent, Charles F. Brown.

*Mileage of Road Operated*—Owned from Northern limits of the city of Portland to Oregon Slough in North Portland, Oregon, 2.9 miles; leased from Portland Railway Light & Power Company, from Kilpatrick Street, Kenton Addition to Portland, to northern limits of city of Portland, .10 miles; total miles operated single track, 3; miles of siding and turnouts, .004; total mileage operated all tracks, 3.004 miles.

*Capital Stock*—Number of shares authorized, 400; par value, \$40,000; par value outstanding not held by respondent, \$20,000.

Total capitalization: Par value outstanding, \$20,000; amount per mile (2.90 miles), \$6,896.55.

*Expenditures for Road*—To June 30, 1912, \$38,379.09; cost per mile of line, \$13,234.17.

*Income Account*—Operating revenues, \$22,551.05; operating expenses, \$21,555.38; gross income less operating expenses, \$995.67; deductions, taxes, \$534.04; interest on floating debt, \$594.32; other deductions, \$168.19; total, \$1,296.55; deficit for year, \$300.88; surplus at beginning of year, \$6,201.71; surplus at close of year, \$5,900.83.

*Operating Revenues*—Passenger, \$21,646.47; mail, \$189.58; freight, \$715.00; total revenue from transportation, \$22,551.05.

*Operating Expenses*—Way and structures, \$2,936.30; equipment, \$1,112.72; conducting transportation, \$12,539.09; general and miscellaneous, \$4,967.27; total operating expenses, \$21,555.38.

Ratio of operating expenses to operating revenues, 95.58 per cent.

*General Balance Sheet*—Assets: Cost of road, \$38,379.09; cash and current assets, \$1,643.95; grand total, \$40,023.04.

Liabilities: Capital stock, common, \$20,000; current liabilities, \$10,533.75; depreciation fund, \$3,588.46; surplus, \$5,900.83; grand total, \$40,023.04.

*Mileage, Traffic and Miscellaneous Statistics*—Car mileage, passenger, 1,352.12; total, 1,352.12; car hours, passenger, 13,140; regular fare passengers carried, 462,750; total passengers carried, 462,750.

Passenger Revenue: \$21,646.47; average fare revenue passengers, \$0.04677; all passengers including transfer passengers, \$0.04677; total revenue from transportation, \$22,551.05; per car mile, \$0.16678; per car hour, \$1.71621.

Total operating expenses, \$21,555.38; per car mile, \$0.15941; per car hour, \$1.64043.

*Description of Equipment*—Closed passenger cars leased without electrical equipment, 3; total cars of all classes, 3.

## OREGON ELECTRIC RAILWAY COMPANY.

Organized May 14, 1906, under the laws of Oregon.

*Directors*—J. H. Young, George A. Kyle, C. A. Coolidge, W. F. Turner, L. B. Wickersham, Chas. H. Carey, Edward Cookingham, all of Portland, Oregon.

*Officers*—President, J. H. Young; Vice-President, Chas. H. Carey; Secretary and Comptroller, W. F. Turner; Treasurer, T. N. Dunbar; General Counsel, Carey & Kerr; General Manager, C. A. Coolidge; Chief Engineer, L. B. Wickersham; General Freight and Passenger Agent, W. E. Coman.

This company is controlled by the Spokane, Portland & Seattle Railway Company through ownership of its capital stock.

*Road Operated*—Owned: Portland to Salem, Oregon, 50.63 miles; Garden Home, Oregon, to Forest Grove, Oregon, 19.27 miles; West Woodburn, Oregon, to Woodburn, Oregon, 2.52 miles; operated under trackage rights, United Railways Company, within the city limits of Portland, Oregon, .44 miles; total, 72.86 miles.

## CAPITALIZATION.

*Capital Stock*—Common: Authorized, 50,000 shares; par value, \$5,000,000; total par value outstanding not held by respondent, \$1,950,000; preferred, authorized, 50,000 shares, par value, \$5,000,000; total par value outstanding not held by respondent, \$200,000. (Dividends declared during the year, 6%, \$12,000); deferred, authorized, 4,000 shares, par value, \$400,000; par value outstanding not held by respondent, \$380,000.

Total shares authorized, 104,000; par value, \$10,400,000; outstanding not held by respondent, \$2,530,000.

*Funded Debt*—First mortgage 5% bonds, maturing May 1, 1933; total par value authorized, \$10,000,000; par value outstanding not held by respondent, \$2,000,000; interest accrued during the year, \$100,000; total capitalization, par value outstanding, \$4,530,000.

Amount per mile of line (72.42 miles), \$62,551.78.

*Road and Equipment*—Expended during the year, road, \$2,870,269.61; equipment, \$341,035.83; general expenditures, \$85,583.13; total, \$3,296,888.57; deductions, road, \$220,892.83.

Total cost, June 30, 1912, road, \$7,930,349.65; equipment, \$571,096.40; general expenditures, \$142,697.48; total, \$8,644,143.53.

NOTE.—The amount stated as total cost June 30th, includes very large expenditures on various extensions not ready for operation as of June 30, 1912, hence, cost per mile of line not shown.

*Income Account*—Operating revenues, \$787,476.09; operating expenses, \$480,533.38; net operating revenue, \$306,942.81; miscellaneous income, \$4,277.75; gross income less operating expenses, \$311,220.56.

Deductions from income: Taxes, \$47,240.10; interest on funded debt, \$100,000; interest on floating debt, \$16,483.06; total deductions, \$163,923.16; net income, \$147,297.40.

*Disposition of Net Income*—Dividends, 6% on preferred stock, \$12,000; surplus for year, \$135,297.40; surplus at beginning of year, \$390,162.96; total, \$525,460.36; less adjustments during year, \$40,700.06; surplus at close of year, \$484,760.30.

NOTE.—Adjustments during the year include depreciation of equipment prior to July 1, 1911, of \$41,616.32.



*Operating Revenue*—Revenue from transportation, passenger, \$536,411.07; baggage, \$979.63; parlor, chair and special car revenue, \$3,443.05; mail, \$825.34; express, \$12,617.75; freight, \$209,517.68; switching, \$1,877.36; miscellaneous, \$783.75; total, \$766,455.63.

*Revenue from Operations Other Than Transportation*—Station and car privileges, \$202.91; parcel room receipts, \$0.20; storage, \$243.64; car service, \$767; telegraph and telephone service, \$348.20; rents of tracks and terminals, \$496.44; rents of equipment, \$17,459.84; rents of buildings and other property, \$876.96; miscellaneous, \$625.27; total, \$21,020.46.

Total operating revenue, \$787,476.09.

*Operating Expenses*—Way and structures, \$65,569.48; equipment, \$71,255.07; traffic, \$11,234.72; conducting transportation, \$207,410.23; general and miscellaneous, \$125,063.78; total operating expenses, \$480,533.28.

Ratio of operating expenses to operating revenue, 61.02 per cent.

*General Balance Sheet*—Assets: Cost of road, \$7,930,349.65; cost of equipment, \$571,096.40; general expenditures, \$142,697.48; total, \$8,644,143.53; less reserve for accrued depreciation, \$61,087.16; net total, \$8,583,056.37; cash and current assets, \$419,991.44; other assets, \$34,064.31; grand total, \$9,037,112.12.

Liabilities: Capital stock, \$2,530,000; funded debt, \$2,000,000; current liabilities, \$582,381.15; obligations for advances received for construction, equipment and betterment, \$3,403,303.86; accrued liabilities, \$36,666.81; surplus, \$484,760.30.

*Important Changes During the Year*—Road put in operation from Jefferson Street Station to Hoyt Street Station in the city of Portland, distance, 1.15 miles.

*Mileage, Traffic and Miscellaneous Statistics*—Passenger car mileage, 1,066,282; freight, mail and express car mileage, 533,876; total car mileage, 1,600,158; regular fare passengers carried, 1,433,292; total passengers carried, 1,433,292.

Passenger revenue, \$536,411.07; average fare revenue, passenger, \$0.37425; average fare all passengers (including transferred passengers), \$0.37425; total revenue from transportation, \$766,455.63; per car mile, \$0.47898; total revenue from operations other than transportation, \$21,020.46; per car mile, \$0.01314; total operating revenue, \$787,476.09; per car mile, \$0.49212.

Total operating expenses, \$480,533.28; per car mile, \$0.30030.

*Employees and Salaries*—General officers, 9; general office clerks, 33; superintendents, 3; other employees, 299; total, 344.

Aggregate salaries and wages paid, \$275,667.84.

*Description of Equipment*—Closed passenger cars, with electric equipment, 8; without electric equipment, 14; total, 22; freight cars without electric equipment, 124; express and baggage cars with electric equipment, 2; combination cars with electric equipment, 17; work cars without electric equipment, 7; caboose cars without electric equipment, 3; locomotives with electric equipment, 4; total cars and locomotive, 179.

PORTLAND, EUGENE & EASTERN RAILWAY  
COMPANY.

Organized November 23, 1907, under the laws of Oregon.

*Directors*—A. Welch, Robt. E. Strahorn, Ralph E. Moody, Wm. D. Fenton, W. M. Nelson, A. E. Hutchinson, J. M. Scott, all of Portland, Oregon.

*Officers*—President, Robt. E. Strahorn; Secretary and Auditor, W. M. Nelson; Treasurer, H. A. Jones; Attorney, Ralph E. Moody; Chief Engineer, R. T. Guppy.

This company is controlled by the Southern Pacific Company through ownership of capital stock.

*Road Operated*—Line owned: Eugene, Oregon, to Springfield, Oregon, 4.75 miles; Eugene city line, 7.93 miles; Albany city line, .93 miles; Salem, city lines, 13.79 miles; total mileage operated, 27.40; in addition to the above single track mileage there are .71 miles sidings and turnouts.

Mileage and operation statistics of steam lines owned are reported under "Steam Roads."

## CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 10,000; par value authorized, \$1,000,000; par value outstanding, \$508,800.

*Funded Debt*—First and consolidated 5% mortgage bonds maturing July 1, 1936; par value authorized \$10,000,000; par value outstanding not held by respondent, \$1,200,000.

Total capitalization par value outstanding, \$1,708,800; amount per mile of line (steam and electric, 57.35 miles), \$29,795.99.

*Cost of Road and Equipment*—Additions during the year, \$846,087.19; deductions, \$9,379.66; total cost to June 30, 1912, road, \$1,587,483.53; equipment, \$41,716.54; general expenses, \$8,943.42; total, \$1,638,143.49.

*Income Account*—Operating revenues, \$83,263.27; operating expenses, \$70,702.55; net operating revenues, \$12,560.72; miscellaneous income, net income from operations of steam line, \$1,711.60; outside property, rental, \$205.83; total, \$1,917.43; gross income less operating expenses, \$14,478.15; deductions from income, taxes on realty and personal property, \$4,988.60; on capital stock, \$125.00; on steam lines, \$1,172.44; interest on floating debt, \$40,822.61; total deductions, \$47,108.65; net loss, \$32,630.50; deficit for year, \$32,630.50; surplus at beginning of year, \$50,356.42; adjustments during the year, bonus subscription, \$12,042.58; debit, miscellaneous adjustments, \$8,130.85; net adjustments, credit, \$3,911.73; surplus at close of year, \$21,637.65.

*Operating Revenues*—Revenue from transportation, passenger, \$79,320.75; parlor chair and special car, \$306.60; express, \$56.70; freight, \$616.50; miscellaneous, \$2,198.37; total, \$82,498.92; revenues from operation other than transportation and car privileges, \$600; miscellaneous, \$164.35; total, \$764.35; total operating revenues, \$83,263.27.

*Operating Expenses*—Way and structures, \$4,675.41; equipment, \$5,464.70; traffic, \$352.98; conducting transportation, \$40,604.79; general and miscellaneous, \$19,604.67; total, \$70,702.55.

Ratio of operating expenses, 84.91 per cent.

*General Balance Sheet*—Assets: Cost of road, \$1,587,483.53; cost of equipment, \$41,716.54; general expenditures, \$8,943.42; cost of road and equipment, steam lines, \$469,698.12; cash and current assets, \$110,980.12;

working fund, \$2,779.40; preliminary survey, \$4,659.47; auditor's suspense, \$291.67; engineering department suspense, \$9,361.11; deposits on contracts, \$500.00; grand total, \$2,236,413.38.

Liabilities—Capital stock, common, \$508,800; current liabilities, \$1,681,902.04; taxes accrued, not due, \$3,573.69; deferred payments on real estate purchased, \$20,000; contractors' deposits, \$500.00; surplus, \$21,637.65; grand total, \$2,236,413.38.

*Important Changes During the Year*—Road put in operation, 11.614 miles; electric line in city of Salem purchased from Portland Railway Light & Power Co. May 19, 1912, 30.41 miles; steam line purchased from Corvallis & Alsea River Railroad Company July 17, 1912.

Two shares common stock issued and 1,200 first and consolidated mortgage 5% gold bonds issued.

Bond issue of \$10,000,000.

*Mileage Traffic and Miscellaneous Statistics*—Passenger car mileage, 379,929; passenger car hours, 31,978; regular fare passengers carried, 1,270,895; free transfer passengers carried, 39,353; total passengers carried, 1,310,248.

Passenger revenue, \$79,320.75; average fare revenue passengers, \$0.06241; average fare all passengers including transfer passengers, \$0.06054; total revenue from transportation, \$82,498.92; per car mile, \$0.21714; per car hour, \$2.57986.

Total revenues from operation other than from transportation, \$764.35; per car mile, \$0.00201; per car hour, \$0.02390.

Total operating revenue, \$83,263.27; per car mile, \$0.21915; per car hour, \$2.60376.

Total operating expenses, \$70,702.55; per car mile, \$0.18604; per car hour, \$2.21097.

*Employees and Salaries*—General officers, 3; general office clerks, 8; maintenance superintendent, 1; other employees, 12; transportation superintendents, 3; other employees, 90; total, 117; aggregate salaries and wages paid, \$7,605.13.

*Description of Equipment*—Closed passenger cars with electrical equipment, 16; open cars with electrical equipment, 1; open cars without electrical equipment, 1; combination with electrical equipment, 8; total, 26; work cars with electrical equipment, 2; without electrical equipment, 5; freight cars without electrical equipment, 2; total, 9; locomotive with electrical equipment, 1.

## PORTLAND RAILWAY, LIGHT AND POWER COMPANY.

Organized June 28, 1906, under the laws of Oregon, and supplemental articles filed October 19, 1906.

This is a consolidated company, the constituent companies being Portland Railway Company, Oregon Water Power & Railway Company, Portland Electric Company, Mt. Hood Railway & Power Company.

*Directors*—J. C. Ainsworth, Franklin I. Fuller, Franklin T. Griffith, Frederick V. Holman, Charles M. Huggins, Benage S. Josslyn, Wm. M. Ladd, Theo. B. Wilcox, all of Portland, Oregon; A. C. Bedford, Ogden Mills, New York City; Clarence M. Clark, Herbert L. Clark, Philadelphia, Pa.; and Frederick Strauss, New York City.

*Officers*—Chairman of the Board, Clarence M. Clark; President, Benage S. Josslyn; Vice-Presidents, Franklin I. Fuller; Herbert L. Clark, E.

W. Clark, Jr.; Secretary, Geo. L. Esterbrook; Treasurer, Charles N. Huggins; General Attorney, Franklin T. Griffith; General Counsel, Frederick V. Holman; Auditor, Robt. W. Shepherd; General Manager, F. W. Hild; Chief Engineer, Thos. Humphrey; General Superintendent of Railways, C. J. Franklin; Traffic Manager, F. D. Hunt; Land Agent, Geo. J. Kelly.

*Road Operated*—Line Owned: City limits, Portland, Oregon, to Cazadero, Oregon, 32.89 miles; city limits, Portland, Oregon, to Lents Junction, Oregon, 1.12 miles; city limits, Portland, Oregon, to various points, 4.71 miles; Golf Junction to Canemah, 9.96 miles; Troutdale, Oregon, to Linneman Junction, Oregon, 6.69 miles; Willamette, Oregon, to Oswego, 6 miles; Montavilla to Bull Run, Oregon, 20.80 miles; Portland city mileage, 92.73 miles; total, 174.90 miles. Line operated under contract or agreement, city mileage, 7.74; total mileage operated, 182.64.

The mileage between Montavilla and Bull Run is operated by steam.

Mileage of road operated, all tracks: Line owned, single track, 174.90 miles; second track, 67.17 miles; sidings and turnouts, 43.23 miles; total owned, 285.30 miles; line operated under contract, single track, 7.74 miles; second track, .46 miles; total, 8.20 miles; total miles operated all tracks, single track, 182.64; second track, 67.17 miles; miles of sidings and turnouts, 43.69; total, 293.50.

New line constructed during the year, miles of single track, 16.85; second track, 2.61; sidings and turnouts, 5.44.

#### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 350,000; par value authorized, \$35,000,000; par value outstanding not held by respondent, \$25,000,000.

Dividends declared during the year, \$999,977.50.

*Funded Debt*—Total par value authorized, \$93,187,000; par value outstanding not held by respondent, \$39,000,000; interest accrued and paid during the year, \$1,519,705.97.

The above funded debt does not include \$5,000,000 par value bonds of Mt. Hood Railway & Power Company owned by Portland Railway Light & Power Company, deposited as collateral to secure an equal amount of two-year gold notes issued by the Portland Railway Light & Power Company.

*Expenditures for Road and Equipment*—To June 30, 1912: Road, \$25,261,876.04; equipment, \$4,314,959.08; general expenditures, \$539,898.16; total, \$30,116,733.28; per mile of line, \$172,194.01.

*Income Account*—Operating revenues, \$3,982,794.09; operating expenses, \$2,117,414.19; net operating revenue, \$1,885,379.90; miscellaneous income, \$1,851,804.08; gross income less operating expenses, \$3,717,183.98; deductions from income, taxes, \$455,774; interest on funded debt, \$1,519,705.97; on floating debt, \$13,291.75; interest on street improvement bonds, \$62,645.67; bond discount, \$13,242.73; rentals on bridges, \$29,746.40; total deductions, \$2,094,406.52; net income, \$1,622,777.46; disposition of net income, renewal and replacement fund, \$182,289.49; dividends on common stock, \$999,977.50; total, \$1,182,266.99; surplus for the year, \$440,510.47; surplus at the beginning of the year, \$1,717,200.92; total, \$2,157,711.39; profit and loss adjustments during the year, credits, \$424,079.17; debit, \$103,460.96; net credit, \$320,618.21; surplus at close of year, \$2,478,329.60.

*Operating Revenues*—Revenue from transportation, \$3,641,473.03; parlor, chair and special car revenue, \$5,365.95; mail, \$5,495.42; express

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\$37,814.69; milk, \$6,772.45; freight, \$207,455.48; switching, \$6,330.47; miscellaneous, \$5,602.76; total, \$3,916,310.25.

Revenue from operation other than transportation, station and car privileges, \$12,205.79; parcel room receipts, \$2,660.80; storage, \$6.10; car service, \$2,376.70; rents of tracks and terminals, \$10,457.07; rents of equipment, \$19,409.60; rents of building and other property, \$9,544.49; miscellaneous, \$9,823.29; total, \$66,483.84.

Total operating revenue, \$3,982,794.09.

*Operating Expenses*—Way and structures, \$242,768.48; equipment, \$249,598.39; traffic, \$25,778.37; conducting transportation, \$1,237,074.66; general and miscellaneous, \$362,194.29; total operating expenses, \$2,117,414.19.

## GENERAL BALANCE SHEET.

ASSETS	
Cost of road.....	\$ 25,261,876 04
Cost of equipment.....	4,314,959 08
General expenditures.....	539,898 16
Light and power construction.....	24,345,723 22
Incomplete construction.....	298,806 98
Portland water power and electrical transmission power plant.....	1,756,802 49
Funded debt owned.....	5,002,000 00
Stocks owned.....	201,466 10
Land owned.....	80,726 28
Cash and current assets.....	2,892,343 00
Unpaid subscriptions to capital stock.....	8,750,000 00
Cash advances.....	610 00
Discount on sale of bonds.....	287,645 61
Suspense.....	2,976 98
Cash in hands of trustee under mortgage.....	379,987 00
Sinking and other special funds.....	208,712 98
Grand total.....	\$ 74,414,483 27
LIABILITIES	
Capital stock, common.....	\$ 25,000,000 00
Funded debt.....	39,000,000 00
Mt. Hood Railway & Power Co.—Funded debt.....	5,000,000 00
Current liabilities.....	1,008,552 43
Taxes accrued, not yet due.....	148,798 11
Interest on funded debt, accrued, not yet due.....	491,344 63
Miscellaneous interest accrued, not yet due.....	81,356 88
Paving assessments unpaid.....	1,127,217 49
Miscellaneous accrued liabilities.....	61,063 99
Reserves.....	19,873 15
Surplus.....	2,478,329 00
Grand total.....	\$ 74,414,483 27

*Important Changes During the Year*—Extension of road put into operation, Mt. Hood Railway & Power Company, taken over March 21, 1912, and in operation since that date; mileage, main track, 20.80; sidings and spurs, 2.591; increase in mileage due to adjustment previously reported, second track, 2.61 miles; sidings and spurs, 2.849 miles.

Electric lines in the city of Salem, 11.614 miles were sold to Portland, Eugene & Eastern Railway Company, January 1, 1912, for cash consideration of \$350,000; the sale actually consummated on or about May 1, 1912; purchaser to pay all amount expended for construction on the lines subsequent to January 1, 1912, in addition to purchase price.

New funded debt issued during the year, \$16,000,000; first and refunding 5% bond; funded debt retired during the year, \$3,900,000; O. W. P. & Ry. Co. 6%, \$500,000; P. C. & O. Ry. Co., \$3,000,000; P. R.

L. & P. Co., 5%, due 1931, \$4,273,000; P. R. L. & P. Co., notes due 1912, \$5,732,000; P. R. L. & P. Co., 5% general mortgage bonds.

*Mileage, Traffic and Miscellaneous Statistics*—Passenger car mileage, 14,704,845; freight, mail and express, 958,683; total, 15,663,528; passenger car hours, 1,688,288.

Regular fare passengers carried, 68,489,930; revenue transfer passengers carried, 3,764,774; total revenue passengers carried, 72,254,704; free passengers carried, 18,845,981; total passengers carried, 91,100,685.

Passenger revenue, \$3,641,473.03; average fare revenue passengers, \$0.050397; average fare all passengers including transfer passengers, \$0.039971; total revenue of transportation, \$3,916,310.25; per car mile, \$0.250027; per car hour, \$2,319693.

Total revenue from operation other than transportation, \$63,864; per car mile, \$0.004245; per car hour, \$0.039379.

Total operating revenue, \$3,982,794.09; per car mile, \$0.254272; per car hour, \$2.359072.

Total operating expenses, \$2,117,414.19; per car mile, \$0.135181; per car hour, \$1.254178.

*Employees*—General officers, 11; general office clerks, 132; superintendents of maintenance, 7; other employees, 1,246; transportation superintendents, 6; other employees, 1,481; total, 2,833; aggregate salaries and wages, \$1,832,467.53.

#### DESCRIPTION OF EQUIPMENT.

	With electric equipment	Without electric equipment	Total
Closed passenger cars.....	508	20	528
Open passenger cars.....	75	48	118
Combination open and closed passenger cars.....	8		8
Total passenger cars.....	581	68	644
Freight cars.....		302	302
Mail cars.....	1	1	2
Express cars.....	8	1	4
Baggage cars.....		2	2
Work cars.....	27		27
Sweepers.....	6	2	8
Miscellaneous.....	2	151	153
Locomotives.....	10	5	15
Total cars of all classes.....	680	527	1,157

#### PORTLAND & TROUTDALE ELECTRIC RAILWAY COMPANY.

Organized November 6, 1911, under the laws of Oregon.

*Directors*—E. L. Thompson, C. C. Craig, H. M. Haller, J. L. Hartman, R. S. Greenleaf.

*Officers*—President, E. L. Thompson; First Vice-President, C. C. Craig; Secretary, J. L. Hartman; Attorney, Robert Tucker; Auditor, James H. Shealey; Chief Engineer, R. S. Greenleaf.

This company is controlled by Park Rose Association, through ownership of capital stock.

*Road Operated*—City limits of Portland to Park Rose, 1.5 miles, single track; .20 mile of sidings and turnouts.

Road put in operation February 4, 1912.

*Capitalization*—Capital Stock: Number of shares authorized, 150; par value authorized outstanding not held by respondent, \$25,000.

*Expenditures for Road*—To June 30, 1912: Grading, \$6,782.37; ties, \$1,328.17; rails, fastenings and joints, \$5,681.31; track laying and surfacing, \$4,752.99; poles and fixtures, \$345.80; shops and car houses, \$600; stations, waiting rooms, etc., \$1,119.77; shop equipment, \$14.97; law expenses, \$125; total, \$20,750.38.

*Operating Revenues*—Passenger, \$1,188.15.

*Operating Expenses*—\$705.11.

## UNITED RAILWAYS COMPANY.

Organized February 2, 1906, under the laws of Oregon.

*Directors*—J. H. Young, L. B. Wickersham, F. A. Peil, Charles H. Carey, C. A. Coolidge, James B. Kerr, W. F. Turner, all of Portland, Oregon.

*Officers*—President, J. H. Young; Vice-President and Chief Engineer, L. B. Wickersham; Secretary and Comptroller, W. F. Turner; Treasurer, T. N. Dunbar; General Counsel, Carey & Kerr; General Manager, C. A. Coolidge, General Freight and Passenger Agent, W. E. Coman.

This company is controlled by Spokane, Portland & Seattle Railway Company through ownership of majority of stock.

*Road Operated*—Line Owned: From Portland, Oregon, to Wilkesboro, Oregon, 27.97 miles; city lines in Portland, Oregon, 4.42 miles; Mt. Calvary line, narrow gauge, 1.21 miles; line operated under trackage rights, Oregon Electric Railway Company in city of Portland, .33 mile; total mileage operated, single track, 33.93 miles.

Miles of road operated, all tracks, line owned single track, 33.60; second track, 1.61 miles; sidings and turnouts, 4.39 miles; total owned, 39.60 miles; line operated under trackage rights, single track, .33 mile.

Total mileage operated, single track, 33.93 miles; second track, 1.61 miles; sidings and turnouts, 4.39 miles; total, 39.93.

New lines constructed during the year, single track, 1.21 miles; sidings and turnouts, 1.09 miles; total, 2.30 miles.

*Capitalization*—Capital Stock: Common, number of shares authorized, 30,000; total par value authorized outstanding not held by respondent, \$3,000,000.

*Funded Debt*—Mortgage bonds, 5%, maturing July 1, 1926; total par value authorized, \$5,000,000; par value outstanding, \$750,000; in treasury, \$300,000; not held by respondent, \$450,000; interest accrued during the year, \$22,500; paid during the year, none.

*Total Capitalization*—Par value outstanding, \$3,750,000; amount per mile of line (33.60 miles), \$111,607.14.

*Expenditures for Road and Equipment*—Additions during year, road, \$136,564.94; equipment, \$18.19; general expenditures, \$10,877.47; total, \$147,550.60; deductions during year, road, \$6,335.71; equipment, \$87.00; general expenditures, \$7,525; total, \$13,947.71; total expenditures to June 30, 1912, road, \$5,772,463.69; equipment, \$79,488.91; general ex-

penditures, \$350,496.18; total, \$6,202,448.78; per mile of line, \$184,596.69.

*Income Account*—Operating revenues, \$119,454.64; operating expenses, \$177,185.73; net operating deficit, \$57,731.09; miscellaneous income, \$30.00; gross income less operating expenses, deficit, \$57,701.09; deductions from income, taxes, \$10,300; interest on funded debt, \$22,500; interest on outstanding notes and cash advances received, \$163,316.39; total deductions, \$196,116.39; net loss, \$253,817.48; deficit at the beginning of year, \$124,257.79; at close of year, \$378,075.27.

*Operating Revenues*—Revenue from transportation, passenger, \$57,444.67; baggage, \$14.35; express, \$5,984.49; freight, \$30,853.06; switching, \$16,419.12; miscellaneous, \$391.78; total, \$111,107.47.

Revenues from operation other than transportation, station and car privileges, \$5.84; storage, \$29.85; telegraph and telephone service, \$1,186; rent of equipment, \$6,756.30; rent of buildings and other property, \$26.00; miscellaneous, \$343.18; total, \$8,347.17; total operating revenue, \$119,454.64.

*Operating Expenses*—Way and structures, \$30,533.02; equipment, \$14,312.26; traffic, \$3,124.19; conducting transportation, \$77,763.46; general and miscellaneous, \$51,452.80; total, \$177,185.73.

Ratio of operating expenses to operating revenues, 148.33 per cent.

*General Balance Sheet*—Cost of road and equipment, \$6,202,448.78; less reserve for accrued depreciation, \$6,198,408.50; first mortgage bonds held in treasury, \$300,000.00; cash and current assets, \$15,818.45; other assets, \$8,613.79; deficit, \$378,075.27; grand total, \$6,900,916.01.

Liabilities: Capital stock, common, \$3,000,000.00; funded debt, \$750,000.00; current liabilities, \$132,324.55; obligations for advances received for construction, equipment and betterment, \$3,004,547.92; accrued liabilities (not yet due), \$14,043.54; grand total, \$6,900,916.01.

*Mileage, Traffic and Miscellaneous Statistics*—Car mileage, passenger, 221,162; freight, mail and express, 69,060; total, 290,222 miles; regular fare passengers carried, 477,347; total, 477,347; passenger revenue, \$57,444.67; average fare revenue passengers, \$0.12034; total revenue from transportation, \$111,107.47; per car mile, \$38,283.

Total revenues from operation other than transportation, \$8,347.17; per car mile, \$0.02876.

Total operating revenue, \$119,454.64; per car mile, \$0.41159; total operating expenses, \$177,185.73; per car mile, \$0.61051.

*Employees*—General offices, 9; general office clerks, 10; superintendents, 3; other employees, 67; total, 89; aggregate salaries and wages, \$79,127.19.

*Description of Equipment*—Closed passenger cars with electrical equipment, 5; without electrical equipment, 1; freight cars without electrical equipment, 14; locomotive, 1; total cars of all classes, 21.

## WALLA WALLA VALLEY RAILWAY COMPANY.

Date of organization, April 30, 1910, under the laws of Oregon.

*Directors*—Guy W. Talbott, John A. Laing, George F. Nevins, J. E. Davidson, all of Portland, Oregon; E. W. Hill, New York City.

*Officers*—President, Guy W. Talbott; First Vice-President, J. E. Davidson; Second Vice-President, C. S. Walters; Third Vice-President,



E. W. Hill; Secretary and Treasurer, George F. Nevins; General Counsel, John A. Laing; General Manager, C. S. Walters; Chief Engineer, B. F. McGee; Traffic Manager, E. G. Miller.

This company is controlled by Pacific Power and Light Company, through purchase of capital stock.

*Road Operated and Owned*—From Walla Walla, Washington, to Milton, Oregon, 23.88 miles; in Oregon, 5.97 miles.

*Mileage of Road Operated*—All Tracks: Single track, 23.88 miles; sidings and turnouts, 2.62 miles; total, 26.50 miles.

### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 5,000; par value authorized, \$500,000; outstanding not held by respondent; dividends declared during the year, 5%, \$25,000.

*Funded Debt*—Mortgage bonds, 5%, maturing June 1, 1926; total par value authorized, \$500,000, outstanding not held by respondent, \$6,000; interest accrued during the year, \$897.20; paid during the year, \$897.20.

Total capitalization, par value outstanding, \$506,000; amount per mile of line (23.88 miles) \$21,189.27.

*Cost of Road and Equipment*—Additions during the year: Road, \$15,505.85; equipment, \$13,154.93; general expenditures, \$103.88; total, \$28,764.66.

Total cost to June 30, 1912, road, \$381,488.52; equipment, \$53,736.78; general expenditures, \$65,840.63; total, \$501,065.93.

Per mile of line, \$20,982.65.

*Income Account*—Operating revenues, \$128,924.49; operating expenses, \$93,041.01; net operating revenue, \$35,883.48; deductions, taxes, \$5,685.44; interest on funded debt, \$897.20; on floating debt, \$20,887.72; total deductions, \$27,470.36; net income, \$8,413.12.

Disposition of net income, dividends 5% on common stock, \$25,000; deficit for the year, \$16,586.88; surplus at beginning of year, \$29,204.20; profit and loss adjustments during the year, debit, \$7,906.65; surplus at the close of year, \$4,710.67.

*Operating Revenues—Entire Line*—Revenue from transportation: Passenger, \$110,054.75; baggage, \$29.40; parlor, chair and special car, \$45.45; express, \$2,044.36; freight, \$13,526.58; switching, \$2,094.03; miscellaneous, \$117.86; total, \$127,912.43.

Revenue from operations other than transportation, station and car privileges, \$973.21; storage, \$0.85; car service, \$13.00; rents of buildings and other property, \$25.00; total, \$1,012.06; total operating revenue, \$128,924.49.

*State of Oregon*—Revenue from Transportation: Passenger, \$19,196.66; baggage, \$7.35; parlor, chair and special car, \$11.36; express, \$546.13; freight, \$5,967.56; switching, \$523.50; miscellaneous, \$29.46; total, \$26,282.02.

Revenue from operations other than transportation: Station and car privileges, \$243.30; storage, \$0.21; car service, \$3.25; rents of buildings and other property, \$6.25; total, \$253.01.

Total operating revenues, \$26,535.03.

*Operating Expenses—Entire Line*—Way and structure, \$12,520.36; equipment, \$7,824.35; traffic, \$2,034.55; conducting transportation, \$51,163.24; general and miscellaneous, \$19,498.51; total, \$93,041.01.

Ratio of operating expenses to operating revenues, 72.17 per cent.

*State of Oregon*—Way and structures, \$3,130; equipment, \$1,956.05; traffic, \$508.62; conducting transportation, \$12,790.76; general and miscellaneous, \$4,874.59; total, \$23,060.02.

Ratio of operating expenses to operating revenues, 87.67 per cent.

*General Balance Sheet*—Assets: Cost of road, \$381,488.52; cost of equipment, \$53,736.78; general expenditures, \$63,840.63; cash and current assets, \$27,432.85; property rights and franchise, \$437,068.23; sinking fund, \$7,260.00; bond premium, \$1,159.11; grand total, \$973,986.12.

Liabilities: Capital stock, \$500,000; funded debt, \$6,000; current liabilities, \$451,001.28; taxes accrued not yet due, \$3,118.55; interest accrued not yet due, \$43.06; accident reserve, \$5,981.87; bad debt reserve, \$150.08; general reserve, \$2,980.61; surplus, \$4,710.67; grand total, \$973,986.12.

*Important Changes During the Year*—First mortgage twenty year 5% bonds, Walla Walla Traction Company issue at par value of 30,000 purchased and retired, price paid \$35,500.00.

*Mileage, Traffic and Miscellaneous Statistics—Entire Line*—Passenger car mileage, 561,120; freight, mail and express, 37,840; total, 598,960; passenger car hours, 59,472; freight and mail car, 3,538; total, 63,010; regular fare passengers carried, 1,631,928; total revenue passengers carried, 1,631,928; free transfer passengers carried, 22,567; total passengers carried, 1,654,495; passenger revenue, \$110,054.75; average fare revenue passengers, \$0.067; average fare all passengers (including transfer passengers), \$0.066.

Total revenue from transportation, \$127,912.043; per car mile, \$0.213; per car hour, \$2.03; total from operations other than transportation, \$1,012.06; per car mile, \$0.001; per car hour, \$0.016; total operating revenues, \$128,924.49; per car mile, \$0.215; per car hour, \$2.046; total operating expenses, \$93,041.01; per car mile, \$0.155; per car hour, \$1.476.

*Mileage, Traffic and Miscellaneous Statistics—State of Oregon*—Passenger car mileage, 73,742; freight, mail and express, 15,374; total, 89,116; passenger car hours, 9,104; freight, mail and express, 1,083; total, 10,187; regular fare passengers carried, 171,890; total revenue passengers carried, 171,890; free transfer passengers carried, 2,028; total, 173,918.

Passenger revenue, \$19,196.66; average fare revenue passenger, \$0.111; average fare all passengers (including transfer passengers), \$0.11; total revenue from transportation, \$26,282.02; per car mile, \$0.294; per car hour, \$2.58; total revenue other than from transportation, \$253.01; per car mile, \$0.003; per car hour, \$0.025; total operating revenue, \$26,535.03; per car mile, \$0.297; per car hour, \$2.604; total operating expenses, \$23,260.02; per car mile, \$0.261; per car hour, \$2.283.

*Employees*—General officers, 4; general office clerks, 2; other employees, 59; total, 65; aggregate salaries and wages paid, \$56,534.46.

*Description of Equipment*—Closed passenger cars with electric equipment, 12; without electrical equipment, 1; open passenger cars without electrical equipment, 2; total passenger cars, 15; freight cars without electrical equipment, 12; combination cars with electrical equipment, 1; total cars of all classes, 28.

## COMMERCIAL, TERMINAL AND SWITCHING COMPANIES

### NORTHERN PACIFIC TERMINAL COMPANY OF OREGON.

Organized August 24, 1882, under the laws of Oregon.

*Directors*—C. A. Dolph, D. W. Campbell, J. P. O'Brien, E. E. Mallory, Tyler Woodward, all of Portland, Oregon; E. C. Blanchard, Tacoma, Washington; Howard Elliott, St. Paul, Minnesota; R. S. Lovett and W. V. S. Thorne, New York City.

*Officers*—Chairman of the Board and General Counsel, C. A. Dolph; Vice-President, W. V. S. Thorne, Secretary, E. E. Mallory; Treasurer and Comptroller, E. L. Brown; Manager, E. Lyons; General Passenger Agent, F. S. McFarland.

This company is controlled jointly by the Oregon-Washington Railroad & Navigation Company, Southern Pacific Company, and Northern Pacific Railway Company as stockholders. Central Trust Company of New York acting as trustees for the bond holders and stockholders.

*Mileage of Line Owned*—Main Track, 3.675; yard track and sidings, 36.34; total, 40.015.

*Mileage of Road Operated*—Line owned, main track, 1.135; yard track and sidings, 21.26; total, 22.295; operated under contract or agreement O.-W. R. & N. Co., main track, .05; yard track and sidings, 1.40; total, 1.45; Southern Pacific Co., yard track and sidings, .18; total, .18; Northern Pacific Railway Co., yard track and sidings, 1.49; total, 1.49; operated under trackage rights Northern Pacific Railway Co., main track, .805; Spokane, Portland & Seattle Railway Co., .40 miles; total operated mileage, main track, 1.99; yard track and sidings, 24.63; total, 26.62.

### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 30,000; total par value authorized outstanding and held in treasury, \$3,000,000; receipts outstanding for installments paid, \$1,122,950.50.

The capital stock is held in trust by the Central Trust Company of New York which is to be delivered to the lessee company upon redemption of the mortgage bond by operation of the sinking fund in proportion to amounts contributed to said sinking fund by the lessee company respectively.

None of the capital stock has been sold, the purchase of realty, construction expenses, purchase of equipment, etc., having been made from money realized from sale of bonds guaranteed by the lessee company, individually and severally, and secured by the blanket mortgage upon all of the property, real, personal and mixed.

Amount contributed to the sinking fund to June 30, 1912, \$1,877,049.50; bonds redeemed and called, \$977,000.

*Funded Debt*—First mortgage 6% bonds maturing January 1, 1933; total par value authorized, \$5,000,000; par value outstanding, \$3,346,000;

in sinking or other funds, \$977,000; interest accrued during the year, \$201,330; paid during the year, \$201,330.

Total amount of bonds issued, \$4,322,000; cash realized, \$4,388,719.20.

*Road and Equipment*—Expenditures to June 30, 1912, \$4,283,624.45; less reserve for accrued depreciation, \$21,141.11; net total, \$4,262,483.34.

*Income Account*—Rent accrued from lease of road, \$80,000; joint facilities, \$227,640.37; total, \$307,640.37; less taxes accrued, \$104,201.74; gross corporate income, \$203,438.63.

Deductions: Hire of equipment, \$664.35; joint facilities, \$1,108.28; miscellaneous rents, \$336.00; interest accrued on funded debts, \$201,330; total deduction, \$203,438.63.

Rents receivable included in joint facilities in income account: Oregon-Washington Railroad & Navigation Co., \$110,321.35; Northern Pacific Railway Company, \$41,649.08; Southern Pacific Company, \$75,879.36; miscellaneous adjustments credit, \$209.42; total, \$227,640.37; rents payable for joint facility, included in income account, Northern Pacific Railway Company, \$988.28; Oregon-Washington Railway & Navigation Company, \$38.08; Northern Pacific Railway Company, \$41.92; Southern Pacific Company, \$40.00; total, \$1,108.28.

*Operating Revenues*—Revenue from transportation: Switching revenue, \$35,779.91; revenues other than from transportation, station and train privileges, \$8,765.61; storage, \$13,740.80; car service, \$10,965; rents of buildings and other property, \$17,273.43; miscellaneous \$227.38; total, \$50,972.22.

Joint facilities—Debits, \$86,752.13.

All revenues are intrastate except switching revenue amounting to \$117.30, and revenue from operation other than transportation, \$240.10; total of which is interstate revenue assigned to state in joint facilities revenue debit.

The total earnings of this company are credited to the lessee companies.

*Operating Expenses*—Maintenance of way and structures, \$81,454.26; maintenance of equipment, \$19,312.66; transportation expenses, \$206,886.46.

General expenses, \$8,884.07; total, \$316,537.45.

The above operating expenses have been credited to joint facilities accounts under the respective general heading, and the amount charged to the lessee companies during the year.

Ratio of operating expenses to operating revenues, 364.91 per cent.

*General Balance Sheet*—Assets: Road and equipment, \$4,283,624.45; less reserve for accrued depreciation, \$21,141.11; total, \$4,262,483.34; securities issued or assumed pledged, \$3,000,000; working assets, \$277,305.51; deferred debit items, \$124,239.90; total, \$7,664,028.75.

Liabilities: Capital stock, \$3,000,000; receipts outstanding for installments paid, \$1,122,950.50; first mortgage bonds, \$3,346,000; working liabilities, \$162,091.36; accrued liabilities not due, \$32,966.04; deferred credit items, \$20.85; grand total, \$7,664,028.75.

## EMPLOYEES AND SALARIES.

Class	Number	Total yearly compensation	Average daily compensation
General officers .....	6	\$ 8,849 92	\$ 2 28
Other officers .....	3	5,671 00	6 72
General office clerks .....	4	3,302 66	2 88
Station agents .....	"	8,895 00	4 61
Other stationmen .....	86	71,429 81	2 88
Enginemen .....	11	15,153 73	4 25
Firemen .....	11	8,918 48	2 50
Machinists .....	6	7,894 39	3 78
Carpenters .....	8	2,889 70	3 00
Other shopmen .....	164	180,254 12	2 26
Section foremen .....	3	2,990 00	2 89
Other trackmen .....	22	16,982 71	1 70
Switch tenders, crossing tenders and watchmen ..	43	48,180 59	3 28
Telegraph operators and dispatchers .....	4	4,350 00	2 99
All other employees and laborers .....	25	18,264 80	2 04
Total (including general officers) .....	393	\$ 342,471 40	\$ 2 48
Total (excluding general officers) .....	387	339,121 48	2 48

*Traffic and Car Statistics*—Switching Traffic: Number of cars handled earning revenue, loaded, 6,817; empty, 6,817; total, 13,634.

Terminal operation, freight, number of cars handled at cost for tenant company, 168,839.

Passenger cars handled at cost for tenant companies, 127,537.

Total number of cars handled, 310,010.

*Revenue and Expense Statistics*—Revenue from revenue cars, \$35,-662.61; other revenue, \$316,537.45; total revenue, \$352,200.06.

Average revenue per revenue car, \$5.231, amount received from tenant companies exclusive of taxes, interest and sinking fund, \$318,646.08; average per car, \$1.075.

*Operating Expenses*—\$316,537.45; average per car handled, \$1.021.

*Description of Equipment*—Locomotives owned and in service, 11; cars in road service, 1.

New ties laid during the year, fir, 7,027; average price at distributing point, 18.8 cents.

## INDUSTRIAL STEAM ROADS

### KLAMATH LAKE RAILROAD COMPANY.

Organized December 12, 1901.

*Directors*—W. L. McCormick, Geo. S. Long, Tacoma, Washington; Frank P. Deering, San Francisco, California; E. T. Abbott, Minneapolis, Minnesota; Chas. R. McCormick, San Francisco, California.

*Officers*—President, W. L. McCormick; Vice-President, Geo. S. Long; Secretary, Frank P. Deering; Treasurer, Geo. S. Long; General Manager, H. L. Walker.

This company is controlled by the Weyerhaeuser Timber Company through purchase of majority of its capital stock.

*Road Operated*—Entire Line: Thrall, California, to Pokegama, Oregon, 24.27 miles to May 1, 1912, and thereafter only from Thrall, California, to Fall Creek Station, California, 13.4 miles.

State of Oregon: Oregon-California state line to Pokegama, Oregon, 7 miles, July 1, 1911, to May 1, 1912.

#### CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 10,000; par value authorized outstanding not held by respondent, \$1,000,000.

*Funded Debt*—First mortgage 6% bonds, amount authorized, \$49,299; par value outstanding not held by respondent, \$19,590; interest accrued during the year, \$2,755.95; second mortgage 6% bonds, par value authorized, \$150,000; outstanding not held by respondent, \$150,000; interest accrued during the year, \$9,000.

Total capitalization par value outstanding, \$1,169,590.11.

Cost of road and equipment to June 30, 1912, \$587,040.53.

*Income Account*—Operating revenues, \$22,381.12; operating expenses, \$13,191.83; net operating revenues, \$9,189.29; taxes accrued, \$1,113.56; operating income, \$8,075.73; deductions, interest accrued on funded debts, \$11,755.95; other interests, \$4,838.86; total, \$16,594.81; net corporate loss, \$8,519.08.

*Profit and Loss*—Balance June 30, 1911, \$670,298.29; balance for year, \$8,519.08; balance debit to June 30, 1912, \$678,817.39.

*Operating Revenues*—Entire Line: Freight, \$19,306.44; passenger, \$1,966.83; mail, \$487.32; express, \$249.11; total revenue from transportation, \$2,309.70; revenues from operation other than transportation, \$371.42; total operating revenue, \$22,381.12.

*Operating Expenses*—Entire Line: Maintenance of way and structures, \$4,175.83; maintenance of equipment, \$707.35; traffic expenses, \$70.30; transportation expenses, \$4,912.42; general expenses, \$3,325.93.

Ratio of operating expenses to operating revenues, 58.9 per cent.

*General Balance Sheet*—Assets: Road and equipment, \$587,040.53; working assets, \$368.76; profit and loss balance, \$678,817.29.

Liabilities: Capital stock, \$1,000,000; mortgage bonds, \$169,590.11; working liabilities, \$96,636.55; grand total, \$1,266,226.68.

NOTE.—On or about May 1, 1912, 7 miles in Oregon (constituting entire line in Oregon), and 4 miles in the state of California were abandoned, the tracks taken up and steel sold with the consent of the mortgagee. The payment therefor, was applied in partial payment of the funded debt; the funded debt is now secured by 13.4 miles of track from Thrall, California, to Fall Creek Station, California.

## MARSHFIELD & SUBURBAN RAILROAD COMPANY.

Organized August 26, 1908, under the laws of Oregon.

*Directors*—C. A. Smith, J. V. Smeaton, Oakland, California; David Nelson, Marshfield, Oregon.

*Officers*—Chairman of the Board and President, C. A. Smith; Vice-President, J. V. Smeaton; Secretary and Treasurer, David Nelson.

This company is controlled by the C. A. Smith Lumber and Manufacturing Company through ownership of majority of capital stock.

Under agreement dated April 1, 1911, the Marshfield & Suburban Railroad Company, sold to C. A. Smith all its tracks, switches, sidings and like permanent equipment (retaining ownership of its rolling stock) and from that date operated the road for the owner under an operating contract, C. A. Smith collecting all revenues and paying the company for operating and use of equipment.

Road operated from C. A. Smith Lumber Company's saw mill to Marshfield, Oregon, 1.5 miles.

### CAPITALIZATION.

Capital stock authorized, 50 shares, par value outstanding not held by respondent, \$5,000.

*Income Account*—Operating revenues, \$2,400; operating expenses, \$1,773.87; net operating revenues, \$626.13.

*Profit and Loss*—Debit, June 30, 1911, \$1,396.31; credit, balance for year from income account, \$626.13; balance debit, June 30, 1912, \$770.18; total, \$1,396.31.

*Operating Expenses*—Maintenance of way and structures, \$434.55; transportation expenses, \$1,197.03; general expenses, \$142.29; total, \$1,773.87.

*General Balance Sheet*—Assets: Equipment, \$800.00; miscellaneous accounts receivable, \$4,069.78; profit and loss, \$770.18; grand total, \$5,639.96.

Liabilities: Capital stock, \$5,000; working liabilities, \$639.96; grand total, \$5,639.96.

NOTE.—The cost of road owned by C. A. Smith stands in his accounts at \$3,000.

## PORTLAND &amp; SOUTHWESTERN RAILROAD COMPANY.

Organized December 28, 1905, under the laws of Oregon.

*Directors*—James B. Kerr, Portland, Oregon; Henry Turrish, Duluth, Minnesota; J. T. Gregory, Tacoma, Washington; John Pierson, Portland, Oregon; C. P. Bradshaw, Los Gatos, California.

*Officers*—Chairman of the Board and President, James B. Kerr; Vice-President, J. T. Gregory; Secretary, C. P. Bradshaw; Assistant Secretary, H. P. Dutton; Treasurer, H. A. Keith; General Attorneys, Carey & Kerr; Chief Engineer, Charles Mather, Third; General Superintendent, James McNaughton; Land Commissioner, E. B. Faulkner.

*Line Owned and Operated*—Main line from a point on Willamette Slough to a point in section 18, township 4 north, of range 2 west, Willamette meridian, 11 miles.

## CAPITALIZATION.

*Capital Stock*—Common: Number of shares authorized, 10,000; par value, \$1,000,000; total par value outstanding, not held by respondent, \$360,000.

Capitalization per mile of road, \$32,727.

Expenditures for additions and betterments during the year, \$4,261.73; total cost to June 30, 1912, \$500,168.34; per mile of line, \$45,469.85.

*Income Account*—Operating revenue, \$58,872.52; operating expenses, \$19,302.49; net operating revenue, \$39,570.03; taxes accrued, \$2,296.59; operating income, \$37,273.44.

Deductions from income, hire of equipment, \$6,941.25; net corporate income, for the year carried to the credit of profit and loss, \$30,332.19.

*Profit and Loss Account*—Credit, \$220,573.04; balance for year brought forward from income account, \$30,332.19; credit balance June 30, 1912, \$250,905.23.

*Operating Revenues*—Freight, \$57,631.57; passenger, \$1,225.95; revenue from operations other than transportation, \$15; total operating revenue, \$58,872.52.

*Operating Expenses*—Maintenance of way and structures, \$1,484.38; maintenance of equipment, \$4,977.35; transportation expenses, \$10,592.99; general expenses, \$2,247.77; total, \$19,302.49.

*General Balance Sheet*—Assets: Road and equipment, \$500,168.34; working assets, \$111,430.11; grand total, \$611,598.45.

Liabilities: Capital stock, common, \$360,000; working liabilities, \$693.22; profit and loss, \$250,905.23; grand total, \$611,598.45.

*Description of Equipment*—Locomotives owned and in service, 2; cars in passenger service, 1; in freight service, 2; in company's service, 11; total cars owned and in service, 14.

*Characteristics of Road*—Alignment: Number of curves, 30; aggregate length of curved line, 4.10 miles; length of straight line, 5.79 miles.

Profile: Length of level line, 2.17 miles; ascending grades, 34; sum of ascents, 620.7 feet; aggregate length of ascending grades, 7.56 miles; descending grades, 3; sum of descents, 140 feet; aggregate length of descending grades, .35 miles.

Trestles, 9; aggregate length, 10,579 feet.

Gauge of track, 4 feet, 8½ inches.



## SHERIDAN & WILLAMINA RAILROAD COMPANY.

Organized May 4, 1907, under the laws of Oregon.

*Directors*—Jesse Edwards, Newberg, Oregon; Andrew Kershaw, Willamina, Oregon; O. K. Edwards, A. J. Bingham, A. S. Patullo, of Portland, Oregon.

*Officers*—President, Jesse Edwards; Vice-President, Andrew Kershaw; Secretary, A. J. Bingham; Assistant General Manager and Treasurer, O. K. Edwards; Auditor, E. N. Hoff.

*Road Owned and Operated*—From Sheridan to Willamina, 5.5 miles; yard tracks and sidings, .50 miles; total mileage operated all tracks, 6 miles.

**NOTE.**—Under agreement dated August 1, 1907, and supplemental agreement thereto, July 31, 1908, with Southern Pacific Company, that company furnished Sheridan & Willamina Railroad Company all rails, fastenings and switches necessary to construct its railroad, and all iron material necessary to the construction of bridge across Yamhill River; all metal material for track and bridge to be estimated at the value of \$32.50 per gross ton upon which an annual interest charged for the use thereof at the rate of 5% per annum should be paid by this company to the Southern Pacific Company from the time material is furnished until it is returned or until said railway line shall be taken over by the Southern Pacific Company.

This company also leases from the Southern Pacific Company sufficient power and equipment for railroad service and pays interest at the rate of 5% on the value thereof.

Estimated value of material in track and bridge, \$30,087.26; value power and equipment, \$6,270.00.

Agreement also provides in case of default in payment of the annual interest charges continuing for a period of thirty days, the Southern Pacific Company at its option may take possession of all materials and railway equipment furnished under this agreement.

### CAPITALIZATION.

Capital stock authorized, par value, \$20,000; issued for cash and par value realized thereon.

*Funded Debt*—Company has no funded debt; the amount so reported in previous years represented the value of track and bridge materials and motive power belonging to Southern Pacific Company on which rental is paid.

*Expenditures for Road and Equipment During the Year*—Road, \$7,451.98; total cost to June 30, 1912, \$45,325.19; less reserve for accrued depreciation, \$290.06; net total, \$45,034.33; amount per mile of line, \$8,188.06.

*Income Account*—Operating revenues, \$32,143.60; operating expenses, \$25,546.46; net operating revenue, \$6,597.14; taxes accrued, \$342.91; net operating revenue, \$6,254.23.

*Deductions:* Hire of equipment, \$313.50; miscellaneous rents (rent of track and bridge material), \$1,504.35; other interest, \$3,658.35; total deductions, \$5,476.20; net corporate income carried to credit of profit and loss, \$778.03.

*Profit and Loss*—Credit, balance June 30, 1911, \$1,951.89; balance for year brought from income account, \$778.03; total balance credit June 30, 1912, \$2,729.92.

*Operating Revenues*—Freight, \$21,865.96; passenger, \$5,079.49; mail, \$320.56; express, \$625.26; miscellaneous, \$4,200.00; total revenue from transportation, \$32,091.27; storage, freight, \$52.33; total operating revenue, \$32,143.60.

*Operating Expenses*—Maintenance of way and structures and maintenance of equipment, \$8,454.74; transportation expenses, \$15,368.76; general expenses, \$1,772.96; total, \$25,546.46.

Ratio of operating expenses to operating revenues, 79.48 per cent.

*General Balance Sheet*—Assets: Road, \$45,325.19; less reserve for accrued depreciation, \$290.86; working assets, \$914.86; grand total, \$45,949.19.

Liabilities: Capital stock, \$20,000; working liabilities, \$23,219.27; profit and loss, balance, \$2,729.92; grand total, \$45,949.19.

*Employees and Salaries*—Total, including general officers, 12; yearly compensation, \$7,558.25; average daily, \$2.01; less general officers, 11; yearly compensation, \$6,598.25; average daily, \$2.02.

*Description of Equipment*—Locomotives, leased, in service, 1; cars leased in passenger service, combination, 1; in freight service, box, 1; flat, 1; total, 2; total cars in service and leased, 3.

## EXPRESS COMPANIES

### AMERICAN EXPRESS COMPANY.

Organized March 18, 1850, and November 15, 1859, under the laws of New York.

This company is not a corporation, but a voluntary partnership or association of individuals organized under articles of agreement between its members. It possesses no rights, privileges or franchises other than such as are enjoyed by any individual or association of individuals.

*Directors*—James C. Fargo, Francis F. Flagg, Cornelius Vanderbilt, John H. Bradley, John G. Milburn, Charles M. Pratt, J. Horace Harding, James S. Alexander, all of New York City; William H. Seward, Auburn, New York.

*Officers*—President, James C. Fargo; First Vice-President, Francis F. Flagg; Secretary, William C. Fargo; Vice-President and Treasurer, James F. Fargo; General Counsel, Carter, Ledyard & Milburn; Comptroller, William E. Powelson; Vice-President and General Manager, Eastern Department, Henry S. Julier; Vice-President and General Manager, Western Department, George C. Taylor; Manager of Foreign Department, United States and Canada, Marcellus F. Berry; Manager of Foreign Department, Europe, Wm. S. Dalliba; Manager Department of Equipment Supplies, Elisha Flagg; Vice-President and General Traffic Manager, John H. Bradley; Assistant General Traffic Manager, Edwin E. Bush.

*Mileage Covered, in Oregon*—Miles of railroad, 1,110.63 miles; in other states and Canada, steam road mileage, 55,291.46; electric line mileage, 653.18; steamboat lines, 641; stage line, 23.50; miscellaneous, 7.50 miles; total mileage, 57,727.27.

*Capital Stock*—Number of shares authorized, \$180,000; par value authorized, \$18,000,000; outstanding, \$18,000,000; in treasury (by purchase), \$330,000; not held by respondent, \$17,670,000; dividends declared during the year, \$2,119,800.00.

*Purpose of Issue*—Issued in exchange for shares of the American Express Company and shares of the Merchants' Union Express Company under the provisions of the articles of merger and association dated November 25, 1868. Total cash realized, \$900,000.

The assets of the two constituent companies became the property of the American Express Company and were: Cash on hand, \$183,819.13; securities, \$1,261,023.87; real estate less mortgages thereon, \$1,695,157.00; equipment, \$1,260,000.00; total, \$4,400,000.00.

The above together with the cash realized in issue of its shares or interests makes the total assets of the American Express Company upon its organization, viz.: \$5,300,000.00.

*Cost of Real Property and Equipment in Oregon*—Total cost to June 30, 1912, buildings and fixtures, used in operation, \$7,425.05; office equipment, \$11,979.18; horses, \$6,435.00; vehicles, \$4,696.52; stable equipment, \$616.00; transportation equipment, \$461.27; total, \$31,613.02.

Cost of real property and equipment, entire line, \$11,835,685.67.

*Income Account*—Gross receipts from operation, \$43,714,874.32; express privileges—Dr., \$21,076,806.20; operating revenues, \$22,638,068.12; operating expenses, \$20,926,046.86; net operating revenue, \$1,712,021.26; taxes accrued, \$371,606.09; operating income, \$1,340,415.17.

Other Income: Dividends declared on stocks owned or controlled, \$1,166,424.91; interest accrued on funded debt owned or controlled, \$207,694.93; income from other permanent investments, \$79,228.99; miscellaneous income, \$82,808.81; total other income, \$1,536,157.64; gross corporate income, \$2,876,572.81.

Deductions: Hire of equipment, \$15,973.25; amortization of premiums and discounts on bonds, \$8,477.19; other interests, \$2,071.16; total deductions from gross corporate income, \$63,313.13; net corporate income for the year carried to credit of profit and loss, \$2,813,259.68.

*Profit and Loss Account*—Credit: Balance June 30, 1911, \$20,758,071.87; surplus for the year, \$2,813,259.68; additions for the year—credits, during current year applicable to period prior to July 1, 1911, \$366,681.54; profit on sale of securities owned, \$11,500.00; total \$23,949,513.09.

Debit: Disbursements for expenses in current year applicable to period prior to July 1, 1911, \$266,539.70; loss on real estate sold, \$7,513.91; loss on securities, \$56,266.67; uncollectible accounts, \$91.34; dividends declared, \$2,119,800.00; balance credit June 30, 1912, \$21,499,301.47; total, \$23,949,513.09.

*Operating Revenues*—Total revenue from transportation, \$41,954,581.39; revenue from operation, other than transportation, \$1,760,292.93; gross receipts from operation, \$43,714,874.32; less express privileges, \$21,076,806.20; total operating revenues, \$22,638,068.12.

The earnings from State, local or intrastate business in Oregon were \$153,549.18; the earnings from interstate business forwarded from or received at offices in Oregon were \$730,380.21, which represented earnings accruing partly in the State of Oregon and partly in other states.

*Operating Expenses*—Maintenance, \$1,022,453.27; traffic, \$371,176.59; transportation, \$17,949,849.32; general expenses, \$1,582,567.68; total, \$20,926,046.86.

Ratio of operating expenses to operating revenues, 92.44 per cent.

The company's accounts are not kept in a manner to admit of any of the expenses being shown separately by states, except its terminal expenses. The total terminal expense charged up by agents in Oregon for the year were, \$88,287.76. This represents the terminal expense in Oregon on state, as well as interstate business. It does not include the terminal expense in other states on Oregon interstate business, nor the amount paid to railroads or other carriers for transportation, nor any part of the company's general expenses.

*Taxes and Assessments*—In Oregon, \$3,553.54; elsewhere, \$368,052.55; total, \$371,606.09.

*General Balance Sheet*—Assets: Real property, \$7,537,315.34; equipment, \$4,298,370.33; total, \$11,835,685.67; less reserves for accrued depreciation, \$1,232,339.36; total, \$10,603,346.31; securities unpledged, \$288,781.50; miscellaneous investments, physical property, \$1,898,469.50; securities unpledged, \$26,202,198.53; working assets, \$20,515,811.69; accrued income not due, \$342,854.09; deferred debit items, \$268,617.33; total, \$60,120,078.95.

Liabilities: Capital stock, \$18,000,000; working liabilities, \$20,210,218.78; accrued liabilities not due, \$176,725.72; deferred credit items, \$233,832.98; profit and loss, \$21,499,301.47; grand total, \$60,120,078.95.

*Lines Acquired During the Year*—Lines in Oregon: Union Pacific extensions; Oregon-Washington Railroad & Navigation Company, Madras, Oregon, to Bend, Oregon, 46.50 miles, service established October 1, 1911; reduction of 1.83 miles, Sumpter Valley Railway, account revised mileage.

*Financial Paper Issued During the Year*—Number, 8,333,707; amount, \$337,053,021.87; number of express offices in the United States June 30, 1912, 7,399; outside of the United States, 179; number of offices in the United States at which money orders were on sale June 30, 1912, 7,056; outside of the United States, 122.

## GREAT NORTHERN EXPRESS COMPANY.

Date of organization, January 1, 1892, under the laws of Minnesota; articles filed, January 20, 1892.

*Directors*—D. S. Elliott, C. R. Gray, J. M. Gruber, W. P. Kinney, L. W. Hill, all of St. Paul, Minnesota.

*Officers*—President and General Manager, D. S. Elliott; Vice-President, C. R. Gray; Secretary and Treasurer, L. E. Katzenbach; Auditor, G. A. Yates.

*Mileage Covered*—Steam roads, 8,644.83; electric line, 203.19; steam-boat lines, 202; total, 9,050.02.

In Oregon: Steam roads, 294.79; electric line, 33.60; total, 328.39.

*Capital Stock*—Par value authorized outstanding, not held by respondent, \$1,000,000; dividends declared during the year, none.

*Purpose of stock issue*: For cash, 1,000 shares; total cash realized, \$100,000; for extension of contracts with railway companies for express privileges, 9,000 shares.

*Cost of Real Property and Equipment*—Total cost to June 30, 1912, real estate used in operation, \$5,381.67; buildings and fixtures used in operation, \$6,358.27; office equipment, \$48,895.48; horses, \$30,266.66; vehicles, \$29,440; stable equipment, \$1,995; transportation equipment, \$11,853.67; total, \$134,190.75.

In Oregon: Office equipment, \$1,630.83; horses, \$1,570.47; vehicles, \$1,231.18; stable equipment, \$111.35; transportation equipment, \$34.24; totals, \$4,578.07.

*Income Account*—Operating Income: Gross receipts from express operations, \$2,965,920.79; express privileges, Dr., \$1,779,374.89; operating revenue, \$1,186,545.90; operating expenses, \$961,320.14; net operating revenue, \$225,225.76; taxes accrued, \$42,071.45; operating income, \$183,154.31.

*Other Income*—Interest accrued on funded debt owned or controlled, \$25,000; miscellaneous income, \$57.57; total other income, \$2,557.57; gross corporate income, \$185,711.88.

Deductions from gross corporate income, \$15,205.99; net corporate income carried to credit profit and loss, \$170,505.89.

*Profit and Loss Account*—Credit: Balance June 30, 1911, \$31,601.86; balance for year brought forward from income account, \$170,505.89; total, balance to credit, June 30, 1912, \$202,107.75.

*Operating Revenue*—Revenue from transportation, \$2,937,596.14.

Revenue from operation other than transportation: Money orders, domestic, \$13,607.09; money order, foreign, \$324.01; C. O. D. checks, \$13,202.34; miscellaneous, \$1,191.21; total revenue from operation, other than transportation, \$28,324.65; gross receipts from transportation, \$2,965,920.79; express privileges, Dr., \$1,779,374.89; total operating revenue, \$1,186,545.90.

Gross receipts from operation in Oregon, \$24,335.94; less express privileges, \$11,978.96; total operating revenue, \$12,356.98.

*Operating Expenses*—Maintenance, \$30,482.47; traffic expenses, \$17,409.25; transportation expenses, \$862,702.60; general expenses, \$50,725.82; total operating expenses, \$961,320.14.

Ratio of operating expenses to operating revenue, 81.02 per cent.

*Taxes and Assessments*—State of Oregon, \$649.43; elsewhere, \$41,422.02; total (including federal corporation tax of \$1,857.41), \$42,071.45.

*General Balance Sheet*—Assets: Real estate, \$5,381.67; buildings and fixtures, \$6,358.27; equipment, \$122,450.81; miscellaneous investments, \$53,034.72; working assets, \$1,416,644.23; grand total, \$1,603,869.70.

Liabilities: Capital stock, common, \$1,000,000; working liabilities, \$291,781.81; operating reserve, \$109,980.14; profit and loss balance June 30, 1912, \$202,107.75; grand total, \$1,603,869.70.

*Lines Acquired During the Year*—Oregon: Oregon Trunk Railway, Opal City to Bend, 30 miles; additions in mileage, due to revision, 11.54 miles.

*Equipment Owned and Value*—Office equipment, four wheeled trucks, (650), \$16,250; office furniture and equipment, \$7,843.45; office safes (339), \$17,835.

Horses and other draft animals (212), \$30,266.66; vehicles, (241), \$29,440; stable equipment (including harness), \$1,995.

Transportation equipment, \$10,558; all other equipment, \$8,262.70; total, \$122,450.81.

*Financial Paper Issued*—Money orders sold, domestic, 192,526; amount, \$2,253,392.40; money orders sold, foreign, 972, \$19,551.21; C. O. D. checks, issued, 63,518; amount, \$944,132.93; total, 257,016; amount, \$3,217,076.54.

Number of express offices in the United States, June 30, 1912, 814.

Number of money order offices, June 30, 1912, 798.

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## NORTHERN EXPRESS COMPANY.

Organized June 4, 1906, under the laws of New Jersey.

*Directors*—Howard Elliott, J. M. Hannaford, C. W. Bunn, all of St. Paul, Minnesota; J. N. Hill, George H. Earle, New York City.

*Officers*—President, J. M. Hannaford; Vice-President, J. N. Hill; Secretary, R. H. Relf; General Counsel, C. W. Bunn; Comptroller, H. A. Gray; Auditor, E. K. Punnett; General Superintendent, C. B. Cooper; Superintendent Western Division, M. G. Hall.

This company is controlled by the Northern Pacific Express Company, through purchase, the extent of stock controlled being 99.8 per cent.

*Mileage Covered*—Steam roads, 7,456.85 miles; electric lines, 55.70 miles; steamboat lines, 221 miles; total, 7,733.55 miles.

*Capitalization*—Capital Stock: Common, number of shares authorized, 50,000; total par value authorized outstanding not held by respondent, \$5,000,000; dividends declared during year, 5%, \$250,000.

Capital stock was issued in consideration of contract between the Northern Pacific Railway Company and Northern Pacific Express Company, giving exclusive rights and running 50 years, assigned to this company.

*Cost of Real Property and Equipment*—Total cost to June 30, 1912, office equipment, \$72,033.50; horses, \$53,723.31; vehicles, \$55,349.09; stable equipment, \$5,853.21; transportation equipment, \$35,919.41; total, \$222,878.52.

In Oregon: Office equipment, \$1,610.04; horses, \$5,458; vehicles, \$4,284.65; stable equipment, \$406.18; transportation equipment, \$1,744.39; total, \$13,503.26.

*Income Account*—Express operations, gross receipts from operation, \$2,994,057.13; express privileges, debtor, \$1,623,335.10; operating revenues, \$1,370,722.03; operating expenses, \$1,083,935.68; net operating revenue, \$286,786.35; taxes accrued, \$58,079.69; operating income, \$228,706.66; other income, dividends declared on stocks owned or controlled, \$8,800. Interest accrued on funded debt owned or controlled, \$37,735; miscellaneous income, \$3,971.26; total other income, \$50,506.26; gross corporate income, \$279,212.92.

Deductions: Net earnings on S. P. & S. Ry. Co. and United Railways, paid those companies, \$11,626.02; net corporate income, \$267,586.90.

Disposition of net corporate income, 5% dividend declared, payable June 30, 1912, \$250,000. Balance for year carried to credit of profit and loss, \$17,586.90.

*Profit and Loss Account*—Credit: Balance June 30, 1911, \$499,551.01; balance for year from income account, \$17,586.90; additions for year, sundry items not called for, \$1,095.57; total, \$518,233.48.

Debit: Sundry uncollectible accounts, \$2,850.58; balance credit June 30, 1912, \$515,382.90; total, \$518,233.48.

*Operating Revenue*—Express revenue, \$2,954,158.79; revenue from operations other than transportation, custom house brokerage fees, \$129.75; money orders, domestic, \$14,358.46; money orders, foreign, \$201.71; C. O. D. checks, \$25,208.42; total revenue from operations other than transportation, \$39,898.34; gross receipts from operations, \$2,994,057.13.

Express privilege debit, \$1,623,335.10; total operating revenue, \$1,370,722.03.

*State of Oregon*—Operating revenue, wholly within the State of Oregon: Revenue from transportation, express, \$41,524.20; revenue from operations other than transportation, money orders, domestic, \$326.38; C. O. D. checks, \$336.30; total, \$662.68.

Gross receipts from operation, \$42,186.88.

Express privileges, \$20,762.10; total operating revenue, \$21,424.78.

(NOTE.—Records not kept so as to assign any portion of the revenue of interstate business in the State of Oregon.)

*Operating Expenses*—Entire Line: Maintenance, \$40,914.17; traffic expenses, \$40,231.06; transportation, \$937,324.01; general expenses, \$65,466.44; total operating expenses, \$1,083,935.68.

Ratio of operating expenses to operating revenue, 79.08 per cent.

*Taxes and Assessments*—Oregon, \$2,337.07; elsewhere (including federal corporation tax of \$2,712.81), \$55,742.62; total, \$58,079.69.

*General Balance Sheet*—Assets: Equipment, \$204,450.48; contract with Northern Pacific Express Company, \$4,400,000; working assets, \$1,644,670.83; other deferred debit items, \$3,359.88; grand total, \$6,252,481.19.

Liabilities: Capital stock, \$5,000,000; working liabilities, \$737,098.29; profit and loss balance, June 30, 1912, \$515,382.90.

*Equipment Owned*—Office equipment, \$20,760.30; office furniture and fixtures, \$12,910.80; office safes, \$36,357.75.

Horses and other draft animals, \$42,978.65.

Vehicles, automobiles, \$4,500; double wagons, \$21,042.13; single wagons, \$24,215.19; sleighs, \$1,482.32.

Stable equipment including harness, \$4,975.23.

Transportation equipment, car safes, 78, \$16,012.05; messenger safes, 308, \$6,060.54; messengers packing trunks, 357, \$3,990; all other equipment, \$9,163.72; total, \$204,450.48.

*Financial Paper Issued*—Money orders sold, domestic, \$2,181,004.85; money orders sold, foreign, 577, \$14,228.60; C. O. D. checks, 129,171, \$1,548,939.67; total, 324,354, \$3,744,173.12.

Number of express offices in United States, June 30, 1912, 702.

Number of offices in the United States at which money orders were on sale, June 30, 1912, 696.

## WELLS FARGO AND COMPANY.

Organized as the Holladay Overland Mail and Express Company, February 5, 1866; changed name subsequently to Wells Fargo and Company, formally approved by act of legislature January 26, 1872, organized in Colorado by an act entitled "An Act to incorporate the Holladay Overland Mail & Express Company"; approved February 5, 1866, and act supplemental thereto approved January 5, 1872.

The Pioneer Stage Company, the Overland Mail & Express Company and Wells Fargo & Company were merged into a corporation known as the Holladay Overland Mail & Express Company.

The Holladay Mail & Express Company was organized with capitalization of \$3,000,000; which was increased to \$15,000,000 at the time of the merger referred to above. The capitalization was afterwards reduced \$5,000,000, which is reported by the directors under oath as fully paid up. Existing records do not show whether paid up in cash, real estate or security.

*Directors*—B. D. Caldwell, F. D. Underwood, C. A. Peabody, H. W. DeForest, R. Delafeld; P. M. Warburg, W. V. S. Thorne, Wm. Mahl, L. F. Loree, H. E. Huntington, all of New York City; E. A. Stedman, Chicago, Ill.; Jas. Sproule, San Francisco, California; W. F. Herrin, San Francisco, California.

*Officers*—President, B. D. Caldwell; Vice-Presidents and General Managers, H. Christeson, E. A. Stedman; Secretary, C. H. Gardiner; Treasurer, B. H. River; General Counsel, C. W. Stockton; Comptroller, J. W. Newlean; Assistant Comptroller, R. Burr; General Traffic Manager, F. S. Holbrook; Traffic Manager, G. S. Lee.

*Mileage Covered*—Steam road, 61,711.55; electric line, 2,639.98; steamboat line, 17,064.86; stage lines, 578.62; ocean going mileage, 9,397; total operated, 91,392.01 miles.

In Oregon: Steam roads, 1,060.56; electric, 68.87; steamboat, 33; stage line, 12; total, 1,174.43 miles.



*Capital Stock*—Common shares authorized, 240,000; par value authorized, \$24,000,000; outstanding not held by respondent, \$23,967,400; dividends declared during the year 10%, \$2,396,740.

*Cost of Real Property and Equipment*—Entire Line: Cost to June 30, 1912, real estate, \$884,227.95; buildings and fixtures, \$2,047,358.79; equipment, \$2,800,505.85; total, \$5,732,092.59.

In Oregon: Real estate used in operation, \$10,000; buildings and fixtures, \$27,075.11; office equipment, \$13,482.25; horses, \$11,069.38; vehicles, \$11,384.38; stable equipment, \$1,776.52; transportation equipment, \$866.60; total, \$75,654.24.

*Income Account*—Express operations gross receipts from operation, \$32,465,970.55; express privileges, Dr., \$50,439,708.15; operating revenues, \$17,026,262.40; operating expenses, \$14,483,415.46; net operating revenue, \$2,542,846.94; outside operations deficit, \$1,506.10; total net revenue, \$2,541,340.84; taxes accrued, \$356,764.21; operating income, \$2,184,576.63; other income dividends declared on stocks owned or controlled, \$427,837.05; interest accrued on funded debt owned or controlled, \$519,781.56; net income from miscellaneous investments, \$81,354.60; miscellaneous income, \$240,002.26; total other income, \$1,268,975.47; gross corporate income, \$3,453,552.10; miscellaneous deductions, \$1,877.79; net corporate income, \$3,441,674.31; dividends declared during year, \$2,396,740; balance for year carried forward to credit of profit and loss, \$1,044,934.31.

*Profit and Loss*—Credit: Balance June 30, 1911, \$4,673,790.94; balance for year from income amount, \$1,044,934.31; miscellaneous current credit items, \$342,303.28; total, \$6,061,028.53.

Debit: Miscellaneous current debit item, \$125,982.64; balance credit, June 30, 1912, \$5,935,045.89; total, \$6,061,028.53.

*Operating Revenues*—Express revenues, \$31,923,923.28; miscellaneous transportation revenue, \$4,893.19; total revenue from transportation, \$31,928,816.47.

Revenues from operations other than transportation, custom house brokerage fee, \$13,823.42; order and commission department, \$1,852.19; rents of building and other property, \$1,143.87; money orders, domestic, \$184,576.14; money orders, foreign, \$1,203.15; travellers' checks, \$16,100.98; C. O. D. checks, \$301,497.31; telegraphic transfer, \$5,282.18; other revenues, financial department, \$3,456.12; miscellaneous revenue, \$8,218.72; total revenue from operations other than transportation, \$537,154.08; gross receipts from operations, \$32,465,970.55; express privileges, Dr., \$15,439,708.15; total operating revenues, \$17,026,262.40.

State of Oregon: Express revenue, \$381,178.64; revenues from operation other than transportation, money orders, domestic, \$3,558.44; money orders, foreign, \$17.75; travellers' checks, domestic, \$403.34; travellers' checks, foreign, \$94.61; C. O. D. checks, \$7,257.17; telegraphic transfers, \$158.96; total revenue from operations other than transportation, \$11,490.27; gross receipts from operation, \$392,668.91; express privileges, Dr., \$155,852.58; total, \$236,816.33.

*Operating Expenses*—Entire Line: Maintenance, \$649,919.43; traffic expenses, \$321,915.37; transportation expenses, \$12,459,267.18; general expenses, \$1,052,313.48; total operating expenses, \$14,483,415.46.

Ratio of operating expenses to operating revenues, 85.07 per cent.

Outside Operations: Express business transactions on sea and ocean lines and foreign countries revenues, \$137,952.94; expenses, \$139,459.04; deficit, \$1,506.10.

Miscellaneous income: Car mileage, \$1,956.70; interest on express balances in bank, \$18,294.64; interest on investment, balances in bank, \$49,496.19; interest on loans and notes and accounts receivable investment department, \$54,754.73; total, \$240,002.26.

*Taxes and Assessments*—Oregon, \$26,455.30; total taxes (including federal corporation tax, \$22,808.13), \$356,764.21.

*General Balance Sheet*—Real estate, \$884,227.95; buildings and fixtures, \$2,047,358.79; equipment, \$2,800,505.85; total, \$5,732,092.59; less reserve for accrued depreciation, \$75,398.96; net total, \$5,656,693.63; stocks of system corporation unpledged, \$10,000; miscellaneous investments, physical property, \$2,170,972.58; working assets, \$28,179,617.28; accrued income not due, \$202,910.82; deferred debit items (including working funds, \$32,300 and advance payments on contracts, \$1,526,666.63) \$1,188,299.31; grand total, \$38,108,493.62.

Liabilities: Capital stock, common, not held by company, \$23,967,400; working liabilities, \$6,528,040.80; accrued liabilities not due, \$1,386,439.59; deferred credit items, \$291,567.34; profit and loss balance, \$5,935,045.89; grand total, \$38,108,493.62.

*Financial Paper Issued*—Money orders sold, domestic, 2,414,372; amount, \$28,560,837.37; money orders sold, foreign, 7,790, \$156,567.94; travellers' checks sold, domestic, 90,423, \$2,314,849.79; travellers' checks sold, foreign, 21,879, \$535,383.45; C. O. D. checks issued, 529,624, \$16,856,467.33; telegraphic transfer, 5,203, \$561,118.28.

Number of express offices in the United States June 30, 1912, 7,049; money order offices, 12,073.

## SLEEPING CAR COMPANIES

## THE PULLMAN COMPANY.

Organized June 15, 1867, under the laws of Illinois.

*Nature of Business*—Manufacturers of railway cars (none of which is done in the State of Oregon) and furnishing cars to railway companies and sleeping car accommodations to railway passengers.

*Directors*—Robt. T. Lincoln, John N. Runnells, Chauncey Keep, John J. Mitchell, all of Chicago, Illinois; Norman B. Ream, Wm. K. Vanderbilt, J. Pierpont Morgan, F. W. Vanderbilt, W. Seward Webb, Geo. F. Baker, all of New York City.

*Officers*—Chairman of the Board, Robt. T. Lincoln; President, John S. Runnells; Secretary, A. S. Weinsheimer; Treasurer, L. S. Taylor; General Solicitor, F. B. Daniel; General Attorney, G. S. Fernald; Auditor, F. C. M. Rooertson; Assistant Auditor, Wm. Hough; General Manager, Richmond Dean; General Superintendent, L. S. Hungerford; General Ticket Agent, H. P. Clements; District Superintendent in Oregon, C. Lincoln.

*Lines in or Entering in Oregon*—Mileage of line, standard sleeping car 30,343; tourist, 25,502; total, 55,845; cars required, standard, 159; tourist, 107; total, 266; equivalent, in cars for year, standard, 108.50; tourist, 48.05; total, 156.55.

Total miles run: Standard, 18,155,254; tourist, 8,695,230; total, 26,850,484.

In Oregon: Mileage of line, standard, 8,010.91; tourist, 5,484.52; total, 13,495.43; cars required, standard, 31.698; tourist, 10.958; miles run, standard, 5,026,799; tourist, 1,749,133; total, 6,775,932.

*Capital Stock*—Common: Number of shares authorized, 1,200,000; par value authorized, \$120,000,000; par value outstanding, \$119,193,600; in treasury, \$2,000,400; in sinking or other funds, \$165,800; total par value not held by respondent, \$116,604,000; dividend declared during the year, 8%, \$9,438,655.32.

In addition to the above there is held by the manufacturing department in treasury, \$1,189,400; par value and in sinking fund \$34,000 par value; outstanding fractional certificates exchangeable for stock on presentation par value, \$6,400; in treasury, \$464,00; not held by respondent, \$5,936.

The stock as authorized from time to time has been issued at and following the various dates of organizations and payment therefor, has been made by the purchaser at the time of issue either in actual cash or property received at estimated cash value except three issues, one of \$18,000,000 of October 13, 1898; one of \$26,000,000 of November 14, 1906; and one of \$20,000,000 of April 3, 1910; each one of which was issued to capitalize surplus assets of the company.

*Value of Property*—Real and personal property (exclusive of cars) belonging to and used by the company in the operation of cars in or entering Oregon, \$119,240.31.

Real and personal property (exclusive of cars in Oregon) belonging to and used by company in the operation of its cars, \$26,487.51.

Average value of cars, including equipment, supplies, material for repairs, etc., standard, \$18,169.62; tourist, \$9,589.86; estimated value of cars used on lines in or entering Oregon at June 30, 1912, based on age and annual depreciation each, standard, \$8,151.75; tourist, \$5,978.32.

*Earnings from Operation*—Gross earnings, State and interstate, from all lines in or which enter Oregon, \$1,630,485.13; Oregon's proportion (approximately) \$385,893.42, which includes the gross earnings from purely local business in Oregon amounting to \$92,058.05.

*Operating Expenses*—Entire line in or entering Oregon: Salaries and wages paid officers and employees, \$385,789.00; repairs to cars and equipment (partly estimated, see Note 1), \$404,713.40; other expenses (see Note 2) \$318,502.64; total, \$1,109,005.04; Oregon's mileage proportion, salaries paid officers and employees, \$97,356.91; repairs to cars and equipment (partly estimated, see Note 1), \$102,132.63; other expenses (see Note 2), \$80,376.66; total, \$279,866.20.

Taxes paid in Oregon, \$6,561.04.

NOTE 1.—While the repairs are principally done by this company certain of them are done by the railroad companies and certain other repairs are covered by car mileage collected and certain maintenance charges are covered by amounts set apart for that purpose. The amounts shown in answer to this question can only be stated as approximately and not absolutely correct, hence are shown as "partly estimated."

NOTE 2.—The amounts shown under this item include the expenses of car cleaning, washing of linen, damage claims paid, and legal and traveling expenses.

The wages of employees engaged in repairing cars is shown under item "repairs to cars and equipment," and is not included in item "salaries and wages paid officers and employees" as the accounts are kept in that way and a separation of the wages out of the repair accounts would involve great labor and expense.

*Salaries and Wages*—Lines in or entering Oregon: General and division officers, clerks and attendants, \$77,822.25; conductors, \$97,659.40; porters, \$96,478.99; all other employees, \$113,828.36; total, \$385,789.00; Oregon's proportion on mileage basis, general and division officers, clerks and attendants, \$19,639.06; conductors, \$24,645.12; porters, \$24,347.24; all other employees, \$28,725.49; total, \$97,356.91.

*Car Mileage*—Total car mileage, line entering Oregon, 26,850,484; total car mileage, Oregon only, 6,775,932.



## APPENDIX III

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Summary of Reports of Accidents made to the Commission for the year ending November 30, 1912



## ACCIDENTS.

From the daily and monthly reports made by the railroads, we present in Appendix III a summary of the details of the accidents involving serious injury to life or person or property, for the year ending November 30, 1912. The statistics may be compared with the nine months ending November 30, 1907, the years ending November 30, 1908, 1909, 1910, and 1911.

Cause	Year ending Nov. 30, 1912	Year ending Nov. 30, 1911	Year ending Nov. 30, 1910	Year ending Nov. 30, 1909	Year ending Nov. 30, 1908	Nine months ending Nov. 30, 1907
Collisions .....	30	7	8	2	5	11
Derailments .....	39	8	20	6	10	7
Accidents from other causes .....	476	289	70	115	65	90
Total accidents .....	545	304	98	123	80	108
Persons killed .....	63	82	57	54	36	48
Persons injured .....	445	290	181	124	88	100
Total casualties .....	508	372	238	178	124	148

The casualties may be classified as to their cause as follows:

Cause	Year ending Nov. 30, 1912	Year ending Nov. 30, 1911	Year ending Nov. 30, 1910	Year ending Nov. 30, 1909	Year ending Nov. 30, 1908	Nine months ending Nov. 30, 1907
Coupling and uncoupling—						
Killed .....	3	2		3		2
Injured .....	21	7	1	2	2	
Collisions—						
Killed .....		1	3			7
Injured .....	43	40	75	9	11	16
Derailments—						
Killed .....		8	3	2	7	5
Injured .....	15	29	14	49	34	27
Falling from trains, cars, etc.—						
Killed .....	5	7	9	14	6	9
Injured .....	50	25	10	10	4	6
Jumping on or off trains, cars, etc.—						
Killed .....	2	2	4	3	7	4
Injured .....	77	14	18	11	5	14
Walking on track—						
Killed .....	8	33	9	14	9	9
Injured .....	17	17	9	3	11	
Struck at grade crossing—						
Killed .....	7	2	4	8	1	4
Injured .....	18	3	3	3	3	10
Other causes—						
Killed .....	38	27	25	10	6	8
Injured .....	204	155	56	29	18	21



Classifying these casualties with reference to the relationship of the persons injured to the carrier:

Classification of persons	Year ending Nov. 30, 1912	Year ending Nov. 30, 1911	Year ending Nov. 30, 1910	Year ending Nov. 30, 1909	Year ending Nov. 30, 1908	Nine months ending Nov. 30, 1907
<b>Passengers—</b>						
Killed .....		8	1	2	5	2
Injured .....	102	66	66	54	41	83
<b>Persons carried under contract or agree- ment—</b>						
Killed .....	2		2	1		
Injured .....	13	8	3			
<b>Trainmen—</b>						
Killed .....	5	4	6	9	5	4
Injured .....	184	52	83	22	10	13
<b>Trainmen in yards—</b>						
Killed .....		8				1
Injured .....		16			4	3
<b>Yard trainmen, switching crews—</b>						
Killed .....	3		2	3		3
Injured .....	70		4	2	3	
<b>Switching tenders, crossing tenders, watchmen—</b>						
Killed .....						1
Injured .....						1
<b>Other employees—</b>						
Killed .....	12	17	6	9	4	10
Injured .....	46	88	34	25	12	20
<b>Other persons—</b>						
Killed .....	41	45	40	30	22	27
Injured .....	81	65	41	21	18	26

The companies on whose lines casualties occurred and the number killed and injured are as follows:

Name of company	Year ending Nov. 30, 1912	Year ending Nov. 30, 1911	Year ending Nov. 30, 1910	Year ending Nov. 30, 1909	Year ending Nov. 30, 1908	Nine months ending Nov. 30, 1907
Oregon Railroad & Navigation Co.—						
Killed .....			23	21	11	20
Injured .....			26	19	16	40
Southern Pacific Co.—						
Killed .....	22	20	17	17	16	13
Injured .....	156	46	28	25	40	23
Portland Railway, Light & Power Co.—						
Killed .....	3	4	4	2	1	1
Injured .....	22	38	64	34	21	10
Pacific Railway & Navigation Co.—						
Killed .....	6	6	1	2		
Injured .....	6	17	12	9		
Spokane, Portland & Seattle Railway Co.—						
Killed .....	4	5	2	2		
Injured .....	37	43	10	5		
Oregon Electric Railway Co.—						
Killed .....	4	6	3	1		1
Injured .....	33	19	15	2	2	1
Northern Pacific Railway Co.—						
Killed .....	2		1	2	1	3
Injured .....	2	5	2		7	8
Coos Bay, Roseburg & Eastern Railroad & Navigation Co.—						
Killed .....			1	1	1	1
Injured .....						1
Independence & Monmouth Railway Co.—						
Killed .....				1		
Injured .....		1				
Mount Hood Railroad Co.—						
Injured .....				1		
Oregon Short Line—						
Killed .....		1	2			
Injured .....	4		7	1	1	4
United Railways Co.—						
Killed .....		1	1	1		
Injured .....	11	11				
Corvallis & Eastern Railroad Co.—						
Killed .....	1	1	1			3
Injured .....	12	3	2		1	1
Oregon-Washington Railroad & Navigation Co.—						
Killed .....	19	23				
Injured .....	131	29				
Other railroads—						
Killed .....	2	3				1
Injured .....	15	7	5			10
Oregon Trunk Railway—						
Killed .....		6				
Injured .....	11	64				
Northern Pacific Terminal Co. of Oregon—						
Killed .....		4	1	2	1	3
Injured .....	5	6	3	1		2

## SUMMARY OF REPORTS OF ACCIDENTS MADE TO THE

	Coupling and uncoupling		Collisions		Derailments	
	Killed	Injured	Killed	Injured	Killed	Injured
<b>PASSENGERS—</b>						
Oregon-Washington R. & Nav. Co.						
Southern Pacific Co.						
Oregon Trunk Railway						
Portland Railway, Light & Power Co.				6		
Spokane, Portland & Seattle Ry. Co.				9		
United Railways Co.				2		
Oregon Electric Railway Co.						
Corvallis & Eastern Railroad Co.						9
Portland, Eugene & Eastern Ry. Co.						
Total passengers				17		9
<b>PERSONS CARRIED UNDER CONTRACT OR AGREEMENT—</b>						
Oregon-Washington R. & Nav. Co.	1	8				
Southern Pacific Co.				8		
Total persons carried under contract or agreement	1	8		8		
<b>TRAINMEN—</b>						
Oregon-Washington R. & Nav. Co.		1		6		1
Portland, Eugene & Eastern Ry. Co.						
Southern Pacific Co.		1		6		1
Oregon Electric Railway Co.						
Portland Railway, Light & Power Co.		1				
Sumpter Valley Railway Co.		1				
Pacific Railway & Navigation Co.		1				2
Spokane, Portland & Seattle Ry. Co.	1	1		8		
Carlton & Coast Railroad Co.		1				
Oregon Trunk Railway				2		
United Railways Co.						
Corvallis & Eastern Railroad Co.		1				
Salem, Falls City & Western Ry. Co.						
Total trainmen	1	7		16		4
<b>YARD TRAINMEN—</b>						
Oregon-Washington R. & Nav. Co.		6				
Oregon Electric Railway Co.						
Spokane, Portland & Seattle Ry. Co.						
Northern Pacific Terminal Co. of Oregon		1				
Southern Pacific Co.	1	2				
Total yard trainmen	1	9				
<b>OTHER EMPLOYEES—</b>						
Oregon Electric Railway Co.						
Pacific Railway & Navigation Co.						
Southern Pacific Co.				2		
United Railways Co.						
Oregon-Washington R. & Nav. Co.		2		8		1
Oregon Trunk Railway						1
Spokane, Portland & Seattle Ry. Co.						
Northern Pacific Terminal Co. of Oregon						
Pacific & Eastern Railway						
Total other employees		2		5		2

## COMMISSION FOR THE YEAR ENDING NOVEMBER 30, 1912.

Falling from trains		Jumping on and off trains		Walking upon track		Struck at grade crossing		Other causes		Total	
Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
			2		1				6		9
	2		10						30		42
			2						2		2
			1								8
			1						1		11
			5						4		9
			1								10
			7						1		8
	2		20		1				44		102
	1							1	1	2	5
									5		8
	1							1	6	2	13
	7		4						16		35
									1		1
	9		9					2	31	2	56
	4								7		11
	1								3		4
									1		2
		1	2						2	1	5
	3								2	1	11
											4
			1						1		1
	1								1	1	2
					1						1
1	24	1	17		1			2	65	5	134
	12		7		1			1	19	1	45
	1								1		2
					3				3		6
			1						1		3
1	1		5		1				5	2	14
1	14		18		5			1	20	3	70
			2		1				3		6
			1						2	2	10
	1						1		7		2
	1		2					6	7	6	16
											4
									6		6
									1		1
								1		1	
	3		7		1		1	12	24	12	45

Sig: 14

## SUMMARY OF REPORTS OF

	Coupling and uncoupling		Collisions		Derailments	
	Killed	Injured	Killed	Injured	Killed	Injured
<b>OTHER PERSONS—</b>						
Northern Pacific Railway Co.						
Oregon-Washington R. & Nav. Co.						
Pacific Railway & Navigation Co.						
Portland Railway, Light & Power Co.				1		
Spokane, Portland & Seattle Ry. Co.						
Southern Pacific Co.						
United Railways Co.						
Oregon Electric Railway Co.				1		
Oregon Trunk Railway						
Northern Pacific Terminal Co. of Oregon						
Salem, Falls City & Western Ry. Co.						
Walla Walla Valley Railway						
Oregon Short Line Railroad Co.						
Total other persons				2		
<b>RECAPITULATION:</b>						
Passengers				17		9
Persons carried under contract or agreement	1	3		3		
Trainmen	1	7		16		4
Yard trainmen	1	9				
Other employees		2		5		2
Other persons				2		
Total	3	21		43		15
Corvallis & Eastern Railroad Co.		1				9
Carlton & Coast Railroad Co.		1				
Northern Pacific Terminal Co. of Oregon		1				
Northern Pacific Railway						
Oregon Electric Railway Co.				1		
Oregon Trunk Railway				2		1
Oregon-Washington R. & Nav. Co.	1	12		9		2
Oregon Short Line Railroad Co.						
Pacific & Eastern Railway						
Pacific Railway & Navigation Co.		1				2
Portland, Eugene & Eastern Ry. Co.						
Portland, Railway, Light & Power Co.				7		
Salem, Falls City & Western Ry. Co.						
Southern Pacific Co.	1	3		10		1
Spokane, Portland & Seattle Ry. Co.	1	1		12		
United Railways Co.				2		
Sumpter Valley Railway Co.		1				
Walla Walla Valley Railway						
Total	3	21		43		15

ACCIDENTS, ETC.—*Concluded.*

Falling from trains		Jumping on and off trains		Walking upon track		Struck at grade crossing		Other causes		Total	
Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
2	3	1	4	2	1	1		5	1	2	2
				2	1			12		10	21
			4	1				1	1	2	1
					3	1		2	2	3	10
				2	3			1		3	3
1	1	2		1		3	6	11	17	16	26
	1						4				5
		1				2	1	2	2	4	5
	1										1
							1				1
							1	1			2
				1						1	
					1	3					4
3	6	1	11	8	9	7	17	22	36	41	81
	2		29		1				44		102
	1							1	6	2	13
1	24	1	17		1			2	65	5	134
1	14		13		5			1	29	3	70
	3		7		1		1	12	24	12	45
3	6	1	11	8	9	7	17	22	36	41	81
5	50	2	77	8	17	7	18	38	204	63	445
1			1						1	1	12
											1
			1			1			2		5
				2	1				1	2	2
	5		8		1	2	1	2	17	4	33
	2		3						3		11
2	24	1	19	2	3		1	13	61	19	131
					1		3				4
								1		1	
		1		1				4	3	6	6
			7						2		9
			6		3	1		2	5	3	22
	1				1				1		8
2	18		27	1	1	3	6	15	95	22	156
	3		3	2	6			1	12	4	37
	2		2				5				11
									1		2
						1				1	
5	50	2	77	8	17	7	18	38	204	63	445



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[NOTE.—Formal complaints numbered 99, 100 and 101 are railroad valuation matters and not related to No. 132, with which they are erroneously grouped on Page 49. No. 101 has been consolidated with No. 45. In Nos. 99 and 100, investigations are pending.]

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